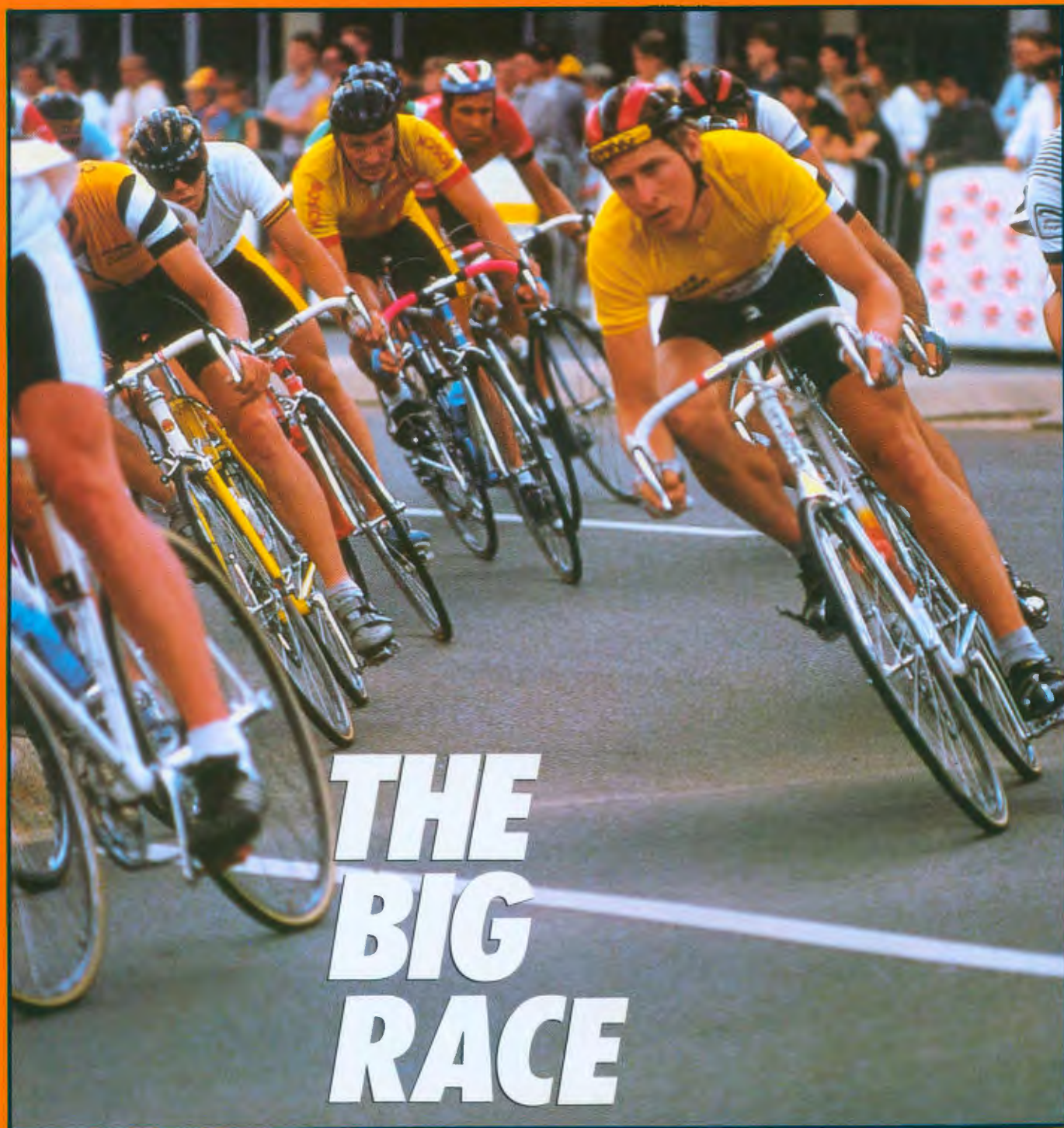


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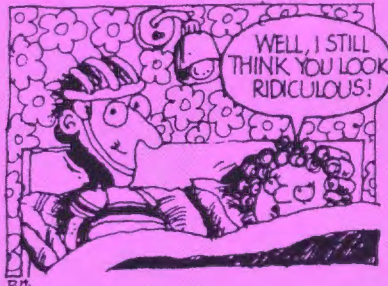
Cover photography by Frank Walsh shows the winner of this years Commonwealth Bank Cycle Classic in the yellow jersey (right) during the big race. Our detailed coverage starts on page 19. Cartoons this page by Don Hatcher. Phil Somerville is having a well-earned holiday and will return next issue. A safe and happy 1988 to all our readers.

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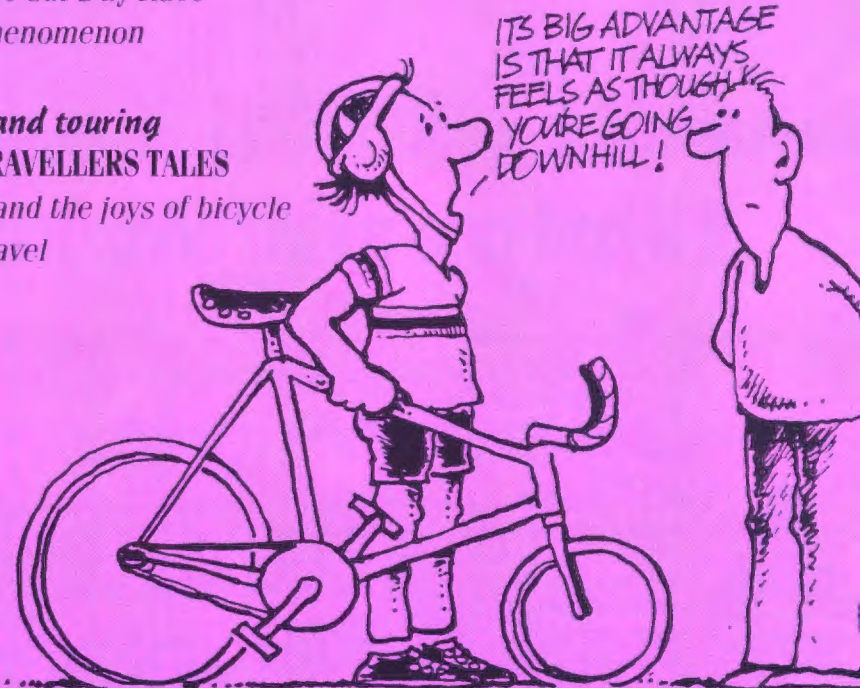
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Australian cycling's big events

Our first detailed coverage of the Bank Race, big rides for the Bicentenary and 1988 and all that.

THIS ISSUE of *Freewheeling* we devote a considerable space to our coverage of the Commonwealth Bank Cycle Classic. Long term readers will be aware of this event but our expanded coverage is a recent innovation.

Over the last few issues we have been improving our presentation of the broad cycling scene. Though we have our roots in recreational/non competitive cycling, we couldn't miss this opportunity provide a detailed and expert coverage 'of the event half of eastern Australia is wild about.

Out side of the big cities the Bank Race, as it is known, is going from strength to strength. Country people have taken to stage racing with the same enthusiasm which is currently sweeping Europe. Crowds are measured in the thousands and, like the big European stage races, cities and towns bid big dollars for the privilege of hosting the stage starts and finishes.

The race organisers Phil and Frank Bates have achieved a lot with their event but it is the country people who are their biggest supporters. It's a shame, but once the cycling circus approaches the big city (in this case Sydney), it has to compete with a myriad of other sporting events which often occur at the same time and compete for uncommitted spectators.

Bicycle stage racing unfortunately is not the ideal spectator sport. Events move quickly and to maintain a safe road environment the action has to be closely monitored and controlled by the Police and officials. Not the place for day dreaming spectators.

Any one who has been fortunate enough to travel with a big stage race knows that outside the peloton and breakaway groups it is often difficult to know what has happened 'out there' on the road until the riders have been gleaned of facts at the end of the stage. A full understanding of the race often involves clever detective work and good interviewing skills.

For our first detailed coverage of Australia's Main Event we are privileged to have the skills of two of this country's most experienced cycling journalists to present in words and pictures the detailed story of the race as it unfolds. Frank Walsh and John Drummond's account makes for exciting reading and

puts you, the reader, inside the peloton as it winds its way from Queensland to the Victorian border.

Big Bicentenary bicycle bash

With all the hoo-ha and activity surrounding this years Bicentennial celebrations it is good to see that cycling groups have come up with a solid program of events to entice Aussies and their international visitors out of their homes and onto their bikes. A look at our calendar of events this issue shows an almost full year of activities and even as we go to press there are more popping up.

The Bates brothers will stage two major competitive events of massive proportions: the World Series Track carnivals in January/February and the Commonwealth Bank Cycle Classic during October to run this year between Brisbane and Melbourne - Australia's longest ever stage race.

The Australian Cycling Federation will also be celebrating its centenary this year with a week of competitive and non- competitive activities based on Brisbane.

The big touring events with specific Bicentennial endorsement are the Festival of Cycling (held in South Australia in late April) and the Big Bicentennial Bike Ride - the much enlarged version of the Caltex Bike Ride which will spill over the Victorian border in November and descend on Canberra and Sydney like a plague of locusts.

With so much happening in the country during '88 existing accommodation will be stretched to the limit. The organisers of the cycling events are hoping that local bike riders will come to the fore and offer the visitors home-stay accommodation or the short time before and after the events to allow them to see a little more of Australia. If you would like to offer home-stay accommodation to visiting cyclists in your town or city please contact the event organisers they will be very pleased to talk with you and tell you about the scheme (phone numbers are listed with all major events in our calendar at the rear of this issue).

Finally a personal note about the Bicentenary itself.

For the last few months I have been casually researching a private trip to

Europe next northern summer. I hope to do a bit of touring so I have become a keen consumer of guide books and brochures. One of the more interesting things which caught my attention was the large number of stone circles, bronze age ruins and ancient sacred sites which dot the landscape.

As I was recounting this observation to a friend it occurred to me that it was easy to regard European sacred sites with some awe yet I so easily overlooked the thousands of no-less important sites which dot my own countryside.

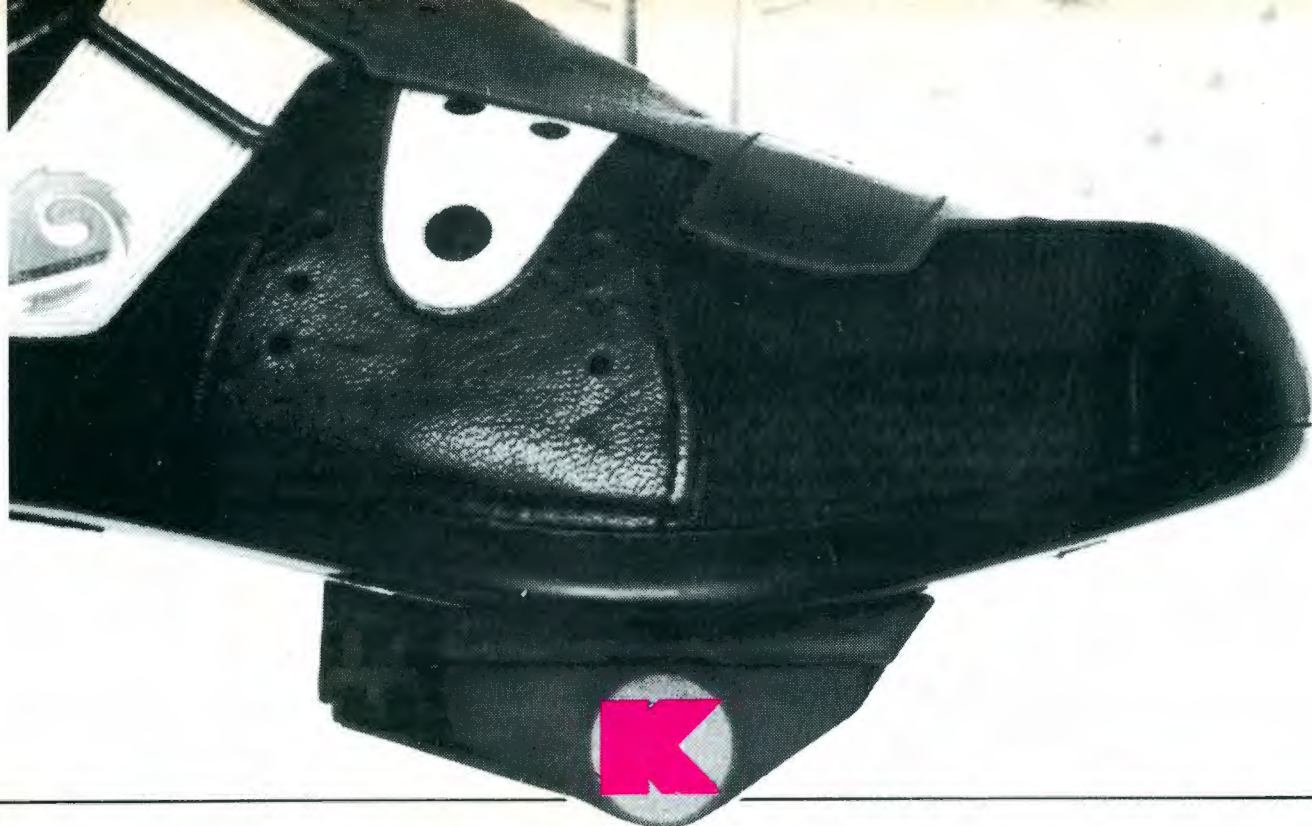
As January 26 1988 approaches I can't help thinking that one of the things we are unwittingly celebrating is an invasion. As the European colonists spread out across the Australian landscape they unknowingly obliterated many of this land's sacred sites much as any invading army does when it conquers new territory. Even in the 1980's the invasion mentality is still prevalent. An Aboriginal ceremonial bora ground near where I grew up was converted into a football field as late as ten years ago.

Unfortunately the events of the past two centuries have occurred at such a breakneck pace and because the original inhabitants - the Aborigines - were regarded by the colonists as aliens their centuries-old monuments and sacred sites were thoughtlessly knocked down much as we carelessly demolish Victorian streetscapes and other more recent constructions.

It is sad, but some of the Bicentennial celebrations will be little more than glorifications of the original invasion. Sure there should be a celebration of the founding of the modern Australian nation but shouldn't that be better held in 2001 when our democracy turns 100. To go through with a pompous re-enactment of the landing by military officers in Sydney Cove to forcibly take possession of a country is not only a crude overstatement but an act of unbelievable immaturity.

It's acts like these that reinforce the real fact that our country still has a lot of growing up to do.

Still, not all the events of 1988 will be pompous and pretentious. The cycling events will be down to earth celebrations of life on two wheels. I wish their organisers every success and I hope all *Freewheeling* readers have a happy 1988. □



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What a year! 1987 and all that.

Stephen Roche; the 1988 Tour de France; the popularity of the sport in Europe rubs off on Australia.



WHAT AN emotional year for the sport of cycling, and particularly for the English speaking people following on American Greg Lemond's 1986 Tour de France success.

After living in the shadow of compatriot Sean Kelly for six years Stephen Roche blossomed to win fame in his own right. His amazing world championship win following on his astonishing double success in the Giro D'Italia and the Tour de France rocketed him to the top of the cycle racing hierarchy.

As victory followed victory at the highest level of the sport I thought back to March and the Paris-Nice Classic, where Roche said, "I'm not interested in second place any more I want to win."

A year ago his career looked grim, hung up with a knee injury threatening to halt his visions of greatness. Who would have thought that he would overcome adversity to equal the great Eddy Merckx by winning all three major events in the same year.

As each victory arrived more and more people in the British Islands poured out on the streets to give vent to their emotions. But the greatest acclaim was in Ireland and on the streets of Dublin, birthplace of the man who was beating the Europeans (and particularly the French) at their own game.

Used to idolising Sean Kelly, the world's number one professional cyclist because of his cycle classic record, the Irish people were now coming to terms with another compatriot thrashing the cream of the world's stage racers.

Ireland has for so long been tarnished by an image dominated by television and newspaper pictures of street warfare, bombings and shootings – the result of being trapped with the problems of an earlier age. So when Stephen Roche won the world's second biggest stage race, the Giro D'Italia, the Irish populace sensed a change of mood. They held their breath and hoped when the world's greatest sporting contest began to unfold on the highways of France. By the third week, the Tour had entered the Cols of the Alps and Spanish champion Pedro Delgado, a renowned mountain man, was in yellow with the world's official numero uno Irishman Sean Kelly retired, in tears, on the sidelines.

From the moment Stephen Roche collapsed over the stage finish at the summit of La Plagne and had to get oxygen for survival, the fierce demands of the Tour de France became apparent to an enthralled world and the Irish people got behind their remaining rider.

Roche had gone down into the depths of his spirit and courage to find something that perhaps he thought he would not find: something which would enable him to bring Delgado back within reach.

It was a commitment that had to be made if he was to break the Spaniard's hold, and perhaps win the Tour for Ireland. What followed was the greatest single achievement of any Irish sportsman – greater even than such supreme sporting champions as Ronnie Delany, Barry McGuigan and Jon Jo O'Neill, who had all scaled their own Everest.

What made Roche's achievement unique was that he conquered in a gruelling 4,500 kilometre race around France



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John Drummond

which the Irish had always considered was the preserve of the Continental.

Roche broke down the barriers of pain and endurance and a nation willed him on to a joyous finale in the Champs Elysee to receive the cheers of thousands upon thousands of happy Frenchmen, who regard Roche as one of their own.

And the memory for those privileged to be there will always be of the cherubic face and the broad smile in Paris, and the way Roche thanked the Irish people for willing him on ever toward Paris and victory.

Little did Roche, or the Irish know that within weeks of his great tour double he would top it off with a win in the world professional road championship.

Sean Kelly recognised as the finest road sprinter in Europe and Roche planned to win the title for Ireland. The key to the plan was Roche, he was to bring the others undone and pave the way for the famous Kelly road sprint. But it didn't happen that way. Roche attacked on the second last lap of the 276 kilometre championship, but the shrewd Italian Moreno Argentin, last year's winner, was on his wheel.

There were thirteen men, including all the big men in the lead on the final lap and Roche could do little other than keep the tempo high.

With 500 metres to go Roche looked around and noticed Kelly was still being watched carefully by Argentin. Correctly judging that Argentin was ideally placed to come off Kelly's wheel, Roche decided to go himself. The result is now history.

Ireland now officially claims the world's number one and two and the Europeans are asking, "How is it possible? What magic does Ireland possess?" We all know it is not magic; but it is more than just good fortune. The power that is Kelly and Roche stems from years of dedication and training in self discipline supported by an outpouring of Nationalism that is Ireland itself.

Both these fine human beings are the products of a good family life and the triumphant result of their surroundings. When Stephen Roche came home all Dublin went wild with crowds bringing the city to a standstill.

NOT ONLY Ireland has gained by the success of the English speaking cyclists, it has sparked a revival of interest in the sport in Great Britain, which saw British cycling at least lose its minority sports tag. The public came out in their thousands to witness the professional Tour of Britain which involved some highly credentialed Continental professionals.

British television got involved with Channel Four televising daily four hours of straight viewing on the Tours of France, Britain and Ireland in addition to coverage of the Kelloggs Inner City Criteriums. Viewing figures for the five day, 620 mile professional Tour of Britain, which was a success beyond the dreams of the promoters and won by England's most successful professional Joey McLoughlin, were phenomenal (8.4 million viewers during the week's racing, with a peak of 2.1 million on one occasion). This figure does not include T.V's morning coverage or that of regional programmes.

The television figures for the street Criteriums were equally impressive with the York Criterium in July being watched by 60% of the potential audience. In September, the Kellogg's Grand Prix on

Channel 4 was watched by 1,543,000 when shown late in the evening. This compares with a figure of 458,000 for the Athletics Westminster Mile on the same course which was shown live.

All this enthusiasm for British cycling climaxed in the "Nissan" Tour of Ireland, where wild pop star adulation broke out whenever Kelly and Roche appeared. And Channel 4 back in England had some magical success when Milk Race winner Malcolm Elliott scored three stage victories, and his ANC team-mate Chris Lillywhite was outstanding in taking the King of the Mountains classification. Elliott also won the sprint points competition.

But for all that, the Irish champions Kelly and Roche controlled the race to finish first and second respectively.

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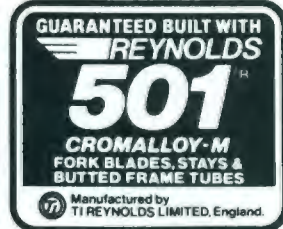
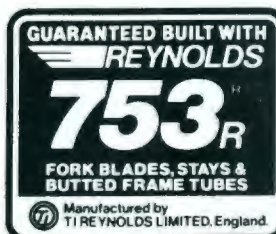
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Reynolds - a race apart

All of this success filched from the Europeans and particularly the French, has rubbed off on Australian cycling where the Commonwealth Bank Classic crowds were up by some 50 percent this year.

It all augurs well for our Bicentennial race to finish on the streets of Melbourne next October.

Yes, it has been an emotional year for cycle racing, and one in which all English speaking people have shared. Even an old bicycle buff like me felt the intense emotion as Stephen Roche and his French wife Lydia, let tears of joy run free as the Soldier's Song was proudly sung by fellow countrymen in the Champs Elysee.

The 1988 Tour de France

NO SOONER is the Tour de France concluded when the organisation is commenced for the next version of the great race.

First task is to set dates and select the course. The completion of that task was made more difficult by changes to UCI rules requiring some radical changes in race format. To meet the new rules the 1988 Tour is cut to 20 days of racing, compared to 24 in 1987.

Racing starts on Monday, July 4, at Pontchateau on France's west coast, with a road stage replacing a prologue time trial followed by a team time trial. The Tour finishes in Paris on Sunday, July 24.

Jacques Goddet, the veteran Tour director, criticised the new distance ruling. He believes the UCI (world controlling body) should recognise the Tour's unique status and stated his wish to see the 1989 version resume its full role promoting the sport of cycling world wide.

Although the average stage distance is only 147 kilometres (91.3 miles) the traditional tough mountain stages have been retained.

The route follows a clockwise direction from the start at Pontchateau to Machecoul then heads north to Le Mans. The first eight stages average out at 138 kilometres a day so the early action should be fast and furious and a road sprinters delight.

Into the second week the tour hits the mountains with the Col du Donon on the road from Nancy, thence the Tour becomes increasingly difficult with no "easy" stages except that from Clermont Ferrand to Chalon-sur-Saone where the remaining lesser lights may have some moments of glory.

Malcolm Elliott banned in Sun Tour

Britain's 1987 Milk Race winner and 1985 Sun Tour dominator Malcolm Elliott was sensationally disqualified from Victoria's 1987 Sun Tour after fighting with Italy's Alessio Di Basco.

With an Italian in the race lead and the bunch being controlled by the Ita-

lians Elliott was said to be pushing and punching with Di Basco for four kilometres. Eventually Elliott was pushed to the ground but got up and retrieved the peloton.

It was alleged Elliott threatened to kill Di Basco.

The Italians complained that Elliott had continually harassed their team for seven days and that he had tried to push one of their riders into the path of an oncoming car.

Elliott who won the 1982 Commonwealth Games individual road race, was the first rider to be disqualified since the Sun-Tour started in 1952.

The Tour was won by Stefano Tomasini (Italy). First Australian to finish was Neil Stevens (ACT) at 29 secs.

Anquetil dies

All cyclists will be saddened to hear that one of cycling greats, Jacques Anquetil, has died at the age of 53 from cancer.

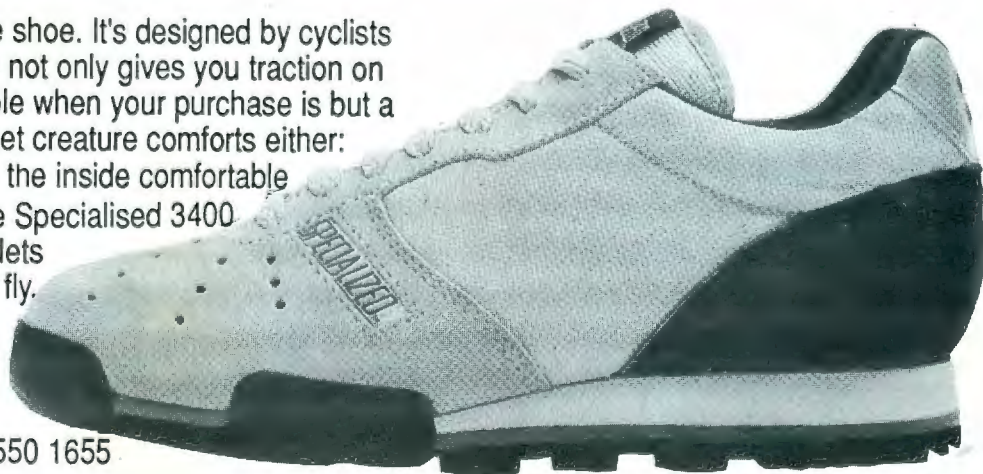
Anquetil, one of the trio of immortals along with Eddy Merckx and Bernard Hinault who created history by winning the Tour De France five times, underwent stomach surgery recently during which doctors discovered that the cancer was also present in his spinal column.

In a forthcoming issue we will present a tribute to this amazing European racing hero.

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The World Awheel



The lucky winner of the Repco Sierra mountain bike on this years Repco Sydney to the 'Gong Bicycle ride was Simeon Hughes of Pennant Hills Sydney. Simeon, who has ridden the 'Gong Ride on two previous occasions is pictured here with his new machine.

Compulsory helmet plans in disarray

Moves in the state of Victoria to make bicycle helmet wearing compulsory have come unstuck with the recent release of a Federal government study on helmet safety issues conducted by the Queensland Institute of Technology. The study finds the current Standard lacking on the question of use by young children. Unfortunately the ventilation issue has yet to be tackled and the new report has little to add on this important subject.

In the USA helmets with large ventilation holes are currently outselling the older poorer-ventilated models while at home the Standards Association committee remains deadlocked on the issue.

Cyclist advocates want a ventilation test developed even though the necessary research would be very costly. On the other hand the manufacturers are divided. One executive of a large Australian firm told *Freewheeling* that he thought that the present requirement of ventilation holes no bigger than 25 mm was a serious design restriction and prevented his firm from producing cooler helmets. Other makers prefer to see the current Standard remain.

What ever the outcome the fact is that there are serious doubts about the current Standard and the Victorian Government (if it is to carry out its plan to bring in compulsion by January 1989) has to have an acceptable Standard in place

before it can bring in the necessary legislation.

The enforcement issue has also been brushed aside by the boffins in the Victorian Road Traffic Authority who are in favour of compulsory helmets. Their latest catch cry is "self-enforcement". The Police have already told the Transport Department that they will not be able to enforce the legislation so it looks like it will be up to the cyclists to turn them selves in to the law if they catch themselves on the roads with out one.

It's quite possible that Stackhat's latest summer television campaign will put more helmets on Victorian heads than all the bunglings of Victoria's power-hungry bureaucrats.

Friendship Ride arrives

The participants in two Bicentennial Friendship Rides are currently cycling towards Sydney. The first group of ten Australian cyclists, began their journey in the United Kingdom on August 14, 1987. Stan Jackson, 73 of Clareville Beach, north of Sydney has organised the Friendship Rides as a bicentenary event and is currently leading the overseas group.

The second group, of fourteen Australians and eight visiting, overseas cyclists, set out from Perth on November 1, 1987. A further group with nine school children will leave Perth after exams. They will chase the lead group joining them on the Nullarbor Plain.

Rosemary Morris of Balgowlah, Sydney, riding in the Perth to Sydney segment of the Friendship Ride.



The final day on the road for all groups will be 17th January, 1987 when the Friendship Riders will be joined by Sydney's cyclists in a triumphant entry into the city from Parramatta. The final ride in is open to all people and starts from the amphitheatre, Church Street Mall, Parramatta at 8.30 am.

Police motor cycles will escort the cyclists from Victoria Park, Broadway to Sydney City Town Hall. The seventy-piece Sydney Youth Band, formed especially for the bicentenary, will play at Town Hall and lead the parade of dismounted cyclists to the Martin Place amphitheatre.

The group will be officially welcomed to the City of Sydney by the Chief Commissioner, Sir Eric Neal. International dancing and other live entertainment will follow.

The day will conclude with a relaxing Sunday afternoon picnic in the Domain. This will provide a further opportunity for the public to meet and talk with the cyclists.

Pedal for Heart

The Sun-Herald Pedal for Heart gets underway in Sydney this March on Sunday the 20th. The Ride will commence at 9 am in Centennial Park (in Grand Drive near the Horden Pavilion) and follow a 30 km course to La Perouse and back. Participants will be encouraged to obtain sponsorship and prizes including cash, bicycles and air tickets to New Zealand will be awarded to the highest fund raisers in each category. Free entertainment (at the start/finish) as well as refreshments along the route will be provided by the organisers. For full entry details contact the National Heart Foundation (02) 211 5188.

Tour of Nicaragua

To the chagrin of the Reagan administration another few hundred Americans and others will be vacationing in Nicaragua this year on mountain bicycles. The unique 10-day tours will include visits to a number of bicycle assembly projects in the south west region as well as daily swims in Lake Nicaragua, beautiful volcanic lagoons and the Pacific. The tours will be lead by seasoned bilingual bicyclists beginning in the capital city of Managua. TurNica the government tourist agency will provide each group with an escort bus, all meals and overnight accommodation. For further information contact Tour de Cana PO Box 7293 Philadelphia PA 19101 USA. Phone (215) 222 1253.

Simpson Desert Cycle Challenge

Organisers of the 1988 race across the Simpson Desert have released rules and regulations for their gruelling event. Entries this year have been limited to 100 competitors and the first to enter is Mrs Gail Woolley of South Australia. Gail, a mother of two children, with husband Steve drove a support vehicle for competitor, Leon Fisher, in the 1987 event. This time husband Steve will support vehicle Gail, who has entered in the Cycle Challenge Section.

The event this year has been split into two races: the Cycle Challenge and the Cycle Race. The Challenge will follow a (more or less) direct to Birdsville via Poopal Corner, through some of the most isolated and hot country in Australia. There will also be hundreds of large sand dunes to negotiate. Although only 380 kilometres, this section will be very hard on all competitors and their bicycles, with a lot of walking and pushing required to negotiate the sand dunes. The Challenge event will see the fittest survive. Water stops will be located along the track, as well as kilometre pegs.

The Cycle Race will follow the Rig Road further south. It will cover a distance of 585 kilometres and, although easier than the Challenge, the Race will still require top fitness riders to complete the event. The Race will cover approximately 120 km per day, with the morning section 70 km and the afternoon 50 km. Water stops will also be located every 25 km and kilometre pegs will be provided.

For full information and entry forms write to: Energy Promotions, PO Box 20 Mona Vale NSW 2103. Phone (02) 997 8011.

Mountain bike race for Brisbane

The first annual Shogun Mountain Bike Classic will be held at Mt Nebo near Brisbane on the weekend of February 26 and 27. The Classic will feature events in the classes of Open, Veterans, Womens and Novice. The two day event will test all-round skills and will be split up into three segments: Endurance race; time trial (down hill and hill climb); and observed trials. The same bicycle must be used in all three sections to qualify which means that the trials section will not allow for the type of specialised riding currently expected from this type of event.

The Classic will be held in conjunction with the Australian Cycling Federation's centenary celebrations and a camping ground with full facilities will be located within 2 km of the course. For full details of prizes and entry forms see advertisement elsewhere in this issue.



Portland Bicycle Club

Portland is a small town situated in Victoria's south west and is an ideal place for all kinds of bicycling activities. In 1982 the Portland Touring Bicycle Club was formed to provide an organised focus for the district's growing cycling population. Since then the club has run many weekend rides (usually 16 - 24 km) and annually organises its big public event: the October SpringTour. Our photograph shows club members about to set out on one of their tours. For information about the club contact the Secretary, Gavin Adamson, Tyrewodarra VIC 3285.

Bicycle Australia in 88

Following on the publication of their first bicycle route guidebook the touring organisation Bicycle Australia has announced a series of long distance tours for the Bicentennial year.

Starting in June 88, small groups of riders, assisted by trained group guides will ride all or part of the series of existing or proposed trails that make up the Bicycle Australia National Bicycle Trail network. The trails use existing (mostly) secondary roads and give riders the best possible route through the most interesting countryside.

In '88 riders will start out on the Cape York Trail then head south along the Barrier Reef Trail and the Capricornia Trail to Brisbane. They will then use the Pacific Trail to Sydney, the Southern Cross Trail to Canberra and Melbourne, around Tasmania and along the Southern Ocean Trail to Adelaide. From there they will cross the Nullarbor Plain and ride through the South-West region of Western Australia to finish in Perth.

The total length covered by some of the riders will be 10,838 kilometres. Some will be doing the complete route but most will join for shorter trips of a few days, a week or a month or two.

Most will travel in small self contained groups of ten but there will also be a few larger vehicle-supported groups of fifty riders. Enthusiasm from

overseas, particularly from the USA, is already running high.

For further information about the event contact Bicycle Australia PO Box K499 Haymarket NSW 2000 or phone (046) 27 2186.

New Zealand Olympic cycling team to race in Queensland

The New Zealand Olympic Cycling Team has accepted an invitation from the Queensland Cyclists' Association to compete against Queensland cyclists in a race series in April 1988.

Queensland will be represented by a team of top Queensland cyclists chosen on the basis of their performances at the Australian Track Championships and Olympic selection events in March, 1988.

"It's unfortunate that the Australian Olympic Track Team is unable to attend," said Mike Victor, General Secretary of the Queensland Cyclists' Association. "The national track coach, Charlie Walsh, already has plans to send the team to Europe in April."

Mr Victor is confident that Queensland's top track cyclists will give the Kiwis some stiff competition.

"Queensland has always had top track cyclists," said Mr Victor. "We're especially lucky to have the Tucker brothers from Rockhampton. Byron and Russell have the same natural ability of their more famous brother Kenrick Tucker."

The Queensland and New Zealand teams will compete against each other in the Olympic events of teams pursuit, points score, sprints and individual pursuit. In addition to the Olympic events for the senior cyclists, the series will also feature top New Zealand and Queensland Junior cyclists. Both teams will be given a unique opportunity to compete against cyclists from another country.

"By providing international competition for our younger riders, we're giving them valuable experience that will help them towards future Commonwealth and Olympic Games selections," said Mr Victor. The track races will be held in Brisbane, Maryborough, Rockhampton

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and Bundaberg. The "Queensland VS New Zealand Cycling Series" will also feature four criteriums races, one each in Maryborough, Gladstone, Bundaberg and Rockhampton.

The Japanese invasion?

Australian touring bicyclists are well used to seeing a smattering of Americans, Canadians, English, Dutch and other assorted foreigners bicycling around Australia. They still groan inwardly when their quiet lunchtime spot is suddenly overrun with a bus load of camera clicking Japanese tourists.

However, things may be about to change. The Japanese are now starting to come here to ride bicycles. No, not the individuals who tackle the Nullabor, or ride around Australia, but real tourists. Just as the Aussie hordes are now invading South East Asia by bicycle, the Japanese have sent their first group ride to Australia.

Following a request from World Expeditions, Bicycle Australia recently organised and lead a vehicle supported four day tour of the Hunter Valley, for ten members of the Japan Cycling Association.

The Japanese had come for a six-day Aussie experience.

The first and last days consisted of the usual bus itinerary but in the other four days they rode through the Watagan mountains, the towns of Cessnock and Singleton, visited famous vineyards, inspected open-cut coal mines, saw the Southern Cross at night, ambled through a number of one and two-horse towns, rode the Barrington Tops, enjoyed an Aussie three course meal with silver service, coasted beside The Paterson, Allyn, Williams and Hunter rivers, were drenched in the downpour at Port Stephens, and managed to celebrate the youngest member's 17th birthday at Morpeth in between showers.

The oldest of the group was in his late sixties and the party included four women. Their final bicycling activity was to visit an Aussie bike shop to buy Aussie cycling clothes.

In Japan, where there are as many people in Tokyo as in Australia, everything is small. Here, everything is big. The people, the cows, the farms, the beards, the steaks, the celery and the carrots. This bigness is highly attractive to the Japanese. Where tourist bus travellers anywhere are very demanding, the Bicycle Australia staff found this particular group a pleasure and made their work highly enjoyable.

The service provided by Bicycle Australia was typical of that offered on all their trips. Helping tourist companies to provide services is not one of the group's normal activities, but this trip was an interesting experience and they hope that there are many more.



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(MANAGER)

A BICYCLE IS ONLY AS GOOD AS IT IS ASSEMBLED

First on the block

I would like to tell the story about when I was the only cyclist over the age of about ten years or so in town. The town was Tom Price, some 1500 km north of Perth, WA. I worked there for the iron ore mine from 1969 to 1978.

I had a fairly sedentary job, and being more of a knife-and-fork man than an athlete, I soon had some too-tight clothes. In 1971 I decided to get a bicycle again. I had always had one when attending school in Sydney, and even after. While on a trip down to Perth on holidays I splurged on a secondhand "old faithful" of unknown parentage and vintage – the "splurging" being all to the tune of \$38.00. I had it up-graded by having a set of three-speed Sturmey-Archer gears fitted, plus a set of new tyres.

Back in Tom Price, I then rode to work (10 km) each third week when I was on day shift. It was mostly uphill to work, the town being about 800 metres above sea level and the mine entrance about 1200 m. It was not a difficult ride, the early morning summer temperature

usually being in the high 20's, and on a good bitumen road.

But what a hullabulloo I caused! Bear in mind that there were only two or three other bikes in the whole town at this time, and ridden by young children.

As bus loads of workers drove past, horns blared and heads and shoulders of allegedly adult people protruded out of the windows of the buses, with arms waving, and shouts, whistles and cat-calls disturbed the morning peace.

I most enjoyed the antics of unbelieving motorists who overtook me, and then glued their incredulous eyes to their rear vision mirrors. The real 'antics' occurred when they realised their cars were no longer on the straight and narrow, but heading bush. One cleaned up a guide post, damaging a headlight, and another wound up, unhurt and undamaged in a ditch.

The ride home from work was in a similar vein and fortunately in the summer, with afternoon temperatures in very high 40's, downhill.

One day when I had ridden in to the shopping centre of the town, I noticed a

girl of about 12 years or so staring at me open-mouthed. When I asked her what was wrong, she replied that, "She had never seen a grown up on a bike before."

When I left Tom Price in July 1978, there were many multi-gear bikes in the town, and a "Ten-Speeders Club" was firmly established.

Brian Coghlan
Greta NSW

Bicycling the bridge

At the end of September at 4 pm a policeman on a motorbike, registration number pulled me up just after I crossed the new Mooney Mooney bridge south of Gosford. He said, "Bikes are not allowed on freeways. Cars and trucks come flying down the hill and across the bridge and here you are on it on this (the bike), what if you get hit?"

I told him I saw no signs prohibiting bikes on this freeway where I joined at Morrisset. Though the freeway finishes at Tuggerah and restarts at Ourimbah, I still saw no signs.

He said "There are signs listing what can't go on it," but they are only at the Berowra, Mt White and Calga entrances; nowhere else. In fact at the Kariong entrance the "Sydney" sign directs the traffic including bicycles onto the freeway and across the bridge. I asked him for his name but he refused to give it, saying, "What for?" I then told I was going to make representations on the matter.

The point I want to make is that I have ridden my bike ten times (five times each way) across the bridge including my first trip a few days after it opened in mid December and this was the first time I have been pulled up by police for being on it.

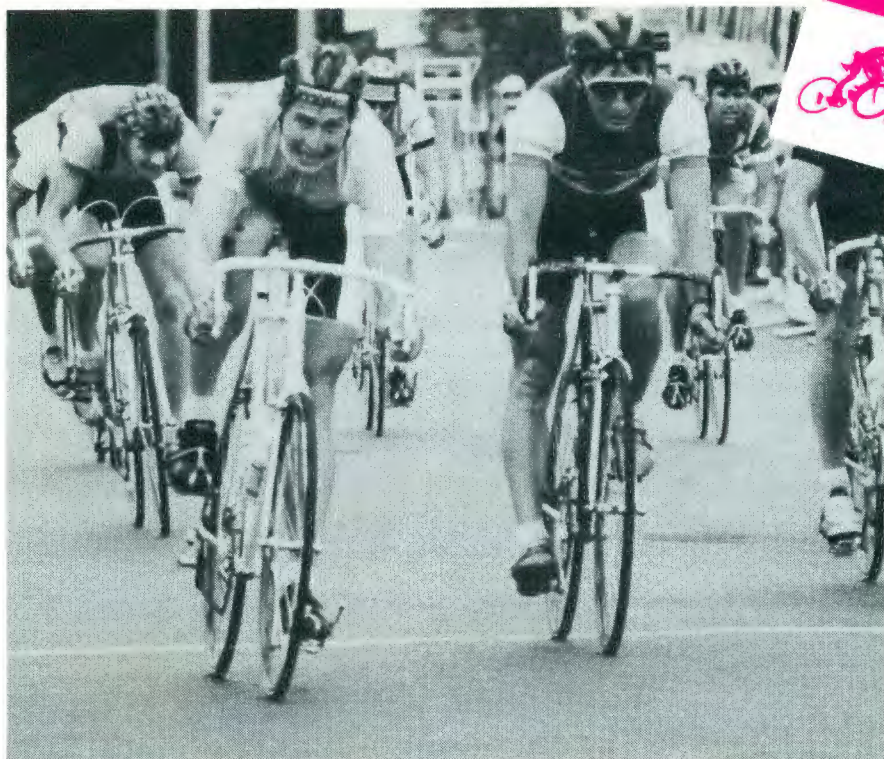
Although part of the Freeway, the bridge is not part of the toll route (the "illegal route"). Northbound traffic can join this part of the freeway and south-bound traffic can leave it at Calga and Mt White interchanges thereby not going through to the Berowra tollgates.

The freeway is safe to ride on. Though the road shoulders on the bridge are only 600 mm wide and railings about a metre high the major danger on the bridge is that traffic often travels well above the 110 kph limit, often as high as 160 kph plus!

Lloyd Allison
Homebush NSW



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TEAM PUSHES NORWEGIAN TO BANK TOUR WIN

1987 Commonwealth Bank Classic

Story and photos by FRANK WALSH with
JOHN DRUMMOND

NORWAY'S Kjetil Kristiansen, a 20 year old electrician won Australia's greatest bicycle race when he finished in yellow after holding the elusive jersey through 14 consecutive stages.

Kristiansen was not the strongest Norwegian rider and victory was due to the truly unselfish support given by his team-mates led by the experienced Morton Saether who was everything in the Apollo backed team.

Kjetil Kristiansen (Apollo/Norway) winning the Yellow Jersey in Casino. He was to wear it through fourteen stages. He is shown here defeating Gavin Stevens (Cut Price Deli/NZ)

The win was the biggest of the Scandinavian's career and consolidated his objective of representing Norway in the Seoul Olympics next year.

That the Apollo/Norwegians along with Cut Price Deli/New Zealand were the only teams to finish the twenty stage race intact says a lot about the gruelling nature of the race.

Sydney's star rider, Eddie Salas, finished second 38 seconds in arrears after

being left without adequate support over the final two days when the Norwegians were the most vulnerable. Although both John Groom and Mark Elliott made the finish line in Albury, they were too inexperienced to be of any help to the gallant Salas. To his credit he willingly concurred, along with his manager Alex Fulcher, that the tour would be won or lost on the road. It was a courageous decision and did much to protect the integrity of the race as there were many broken Australian teams.

Nick Barnes, an alert Englishman, was third 7 seconds in arrears followed by Nathan Dahlberg of New Zealand.

Cut Price Deli/New Zealand won the Teams competition. Judged on an aggregate of the three best overall times the Kiwis won by a wide margin of 12 minutes from Italy (Europa) and Norway (Apollo) with Switzerland (Longines) fourth.

Barney St George of Wagga Wagga, was easily the most competitive of the Tour riders winning four stages and the King of the Mountains competition. He created race history by winning three successive climbs in the stage from Forster to Maitland. St George also finished third in the Sprint King competition and was the crowd favourite.

Second in the KOM competition was Norway's Grafton-Inverell winner Atle Pedersen, Eddie Salas was third and Switzerland's Herbert Niederberger (Longines) was fourth.

Italy's Ricci Pezzetti (Europa) was the Sprint King decided by a total of sprint and stage points from team-mate, popular Ettore Badolato, and Australia's Bar-

ney St George (Holden/Australia). Gavin Stevens (Cut Price Deli/NZ) was fourth.

A big feature of the race was the intensity of the competition which saw the thirteen day Tour ridden at an average speed of 36.7 kph. The precise and controlled teaming of the Internationals contrasted the individualism of the Australian teams and exposed a lack of knowledge of Tour racing, and worse, a lack of depth in Australian road cycling. Australia was beaten in the team statistics firstly by New Zealand, then Italy, Norway, Switzerland and England, a situation we must hasten to rectify before the Bicentennial Tour ending in Melbourne next year.

Crowds were huge (up by 50%) to witness their free annual show. This was no doubt brought about by the increased television coverage and the impact of the success of the English speaking cyclists on the world scene.

39 riders arrived in Albury, survivors of the 70 hopefuls that contested the prologue 13 days and 1802 kilometres earlier in Brisbane.

Day One (17/10/87) Prologue – time trial.

Winner U Nepp (Bosch).

1 kilometre ridden at 54.72 km/h.

The sixth Cycle Classic opened at Brisbane's Carindale shopping centre with a prologue to determine who would wear the yellow jersey on day two in the Broadbeach Criterium.

Spectators chatted with riders wearing the now familiar colours of Holden-Australia, Caltex-England, Europa-Italy, Alec Fulcher's Caravans/Cycle Sport Australia, Bosch-West Germany, Repco and the Australian Sports Commission. The New England District of

New South Wales was represented by riders from that district under a new sponsor, White Pages Superbold. Absent this year were Japanese-Suntour and the AMEV-Dutch, but the Americans were back with a young team supported by Kentucky Fried Chicken. The Swedish team were present with a new sponsor in Websdale Printing. The Swiss, Norwegians and Austrians were actively promoting their sponsors Longines, Apollo and Mavic respectively.

There were some familiar faces arriving at the starters gate including three Italians Badolato, Poppi and Ricciutelli. Also back was Kiwi Paul Leitch. Australians looking for success included last year's winner Andrew Logan, no doubt hoping for another miracle, Mark Fulcher, Clayton Stevenson, Tony Marucci, Barney St George and the experienced Graham Seers who has competed in every Bank Tour since its inception.

After the seventy Internationals had completed their trials big West German, Awe Nepp was in yellow with a 1-06.3, not a bad time for a roadman. Only 16 seconds covered the field, but little did any realise that only 55.8% would arrive at race finish in Albury some 1800 kilometres down the track, and the gap would stretch to 1 hour 24 minutes and 17 secs.

Day two stage one.

**Broadbeach Criterium – 30 km – speed
48.24 km/h.**

**Winner: Eddie Salas (Alex Fulcher
Caravans/Cycle Sport).**

A brilliantly positioned sprint in the Broadbeach Criterium put Eddie Salas in the coveted yellow jersey. Racing in perfect Gold Coast weather the seventy contenders for Australia's longest and richest bicycle race put up a spectacular fight for supremacy before an enthralled crowd.

Packed shoulder to shoulder around the beach front circuit no quarter was given or taken as the riders fought for position on the tight corners. The lead changed rapidly as teams carefully assessed each others strengths. Attack and counter attack ensured there was no breakaway. Local Steve Rooney attacked several times, to the delight of the locals, but neither Australian nor Continental could hold the stage in the criterium. With speeds reaching 50 kph accidents were bound to happen and last year's Holden Sprint King Ettore Badolato tangled with Paul Leitch (Cut Price Deli/NZ) costing them a lap and the loss of time.

At the bell lap the experienced criterium riders crowded the whole width of the road as they jostled for position. Salas showed his European experience to the full. Ideally placed for a win by

The Italians were superb Criterium riders. Enrico Pezzetti (in glasses) on the alert moves to the front.





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team-mate Mark Fulcher, Salas almost lost position when Bosch rider Uwe Nepp moved across his path. Rather than be swept into the barricades Salas held his line and Nepp, noticing Eddie's predicament, allowed him through. It was the act of a good sportsman although it probably cost Nepp his yellow jersey.

Salas went on to win a hectic sprint from Enrico Pezzetti with Norway's Fred Enger, third.

Day two stage two. Gold Coast to Ballina
– 102 km ridden at 29.88 km/h. Winner:
S Steward (Repco Cycles/Australia).

The first 23 km of this 102 kilometre leg to Ballina was neutral, but the cyclists welcomed it after spending the first two stages going around in circles. With the sea air in their nostrils they stretched their legs on the undulating hills through Pottsville and Hastings Point. They were feeling excited and it was not long before a substantial break was established.

Bernd Grone, recognised at the Bosch powerhouse, spearheaded a move that took Tobjorn Wallen (Websdale Printing/Sweden), Morton Saether (Apollo/Norway) and Nathan Dahlberg (Cut Price Deli/NZ) away from the bunch. They held their distance for about 40 km until Mauro Ricciutelli (Europa/Italy) and Andrew Robinson (White Pages Superbold/NSW) bridged the gap to join them.

The momentum set up by the sprint through Byron Bay thrust a new group of riders to the fore. Schenk, Barnes, Anderson, St George, Bamford, Steward and Shuetz powered along at devastating speed and broke the field into several small groups. They worked up a lead of about a minute, then Steward and Shuetz accelerated further out of Lennox Head taking them into Ballina unopposed.

Scott Steward, took out line honors over Stephen Shuetz (Longines/Swiss).

The medical team of doctors Lohn Miller, Paul Hui and Keith Rule had their first casualties to attend to on this stage, and the West German/Bosch team suffered a serious set back with the loss of Peter Schumacher and Uwe Nepp. They collided bringing down four other riders. Nepp, the winner of the yellow jersey at the opening time trial, received stitches to his wounds and retired from the event. Schumacher remounted but was forced to withdraw later.

Day three stage three. Ballina to Casino
– 63 km – ridden at 43.2 km/h. Winner:
K Kristiansen (Apollo/Norway)

This relatively short leg has its ups and downs and it is never without it unexpected incidents. This year the field had been alerted to the sudden ascent to Alstonville and the rapid descent into



Warren Doyle smiles as he watches others fight for the minor placings in the Lismore sprint.

Lismore for the halfway sprint. Last year the 5 kilometre climb to the Alstonville King of the Mountain shattered the field leaving most of them 3 minutes and four seconds off the pace at Casino. This time, however, the gap was only 53 seconds. The climb was conquered first by Barney St George, who finished this stage in tenth place. It was here that Barney started to take a firm grip on the King of the Mountain (KOM) green jersey and attract the attention of the media and the public.

A fall by Anthony Marcucc, (White Pages Superbold/NSW), slowed race progress. He was to later discover that he had broken a finger and was to abandon the Tour. Clayton Stevenson (Holden/Australia) suffered a severe bilious attack, a result of food poisoning, lost time but recovered and regaining the field achieved peloton time.

An exceptionally large crowd of spectators lined the streets to see the sprint through their town. The vanguard of Police vehicles flew down the hill with lights flashing and sirens screeching just as the tape was stuck on the road. Warren Doyle (Repco/Australia) edged over the line in the tightest bunch sprint in Tour history to thrill the crowds. There was no time to enjoy the enthusiastic applause.

Casino was only thirty kilometres down the road and the riders were in top gear and flying. They pounded into Casino setting an average speed of 43.2 km/h, the fastest on the Tour.

Kjetil Kristiansen, held off a strong challenge to capture the finish. His win put him only eight seconds off the overall lead. Gavin Stevens took the second place points, with two Caltex-England riders, Neil Hoban and C. Sturgess scoring third and fourth respectively. This put the English team six seconds up on the New Zealand team in the overall ratings in the Caltex Teams award.

Wet weather time once again at Coogee Beach.

Michael Schenk, alias the Red Baron explodes over the finish line to win the Port Macquarie Criterium.



Day three stage four. Casino to Grafton – 100 km – ridden at 41.04 km/h. Winner: M Ricciutelli (Europa Cycles/Italy)

The red, white and green colours of the Italian team were to the fore as the fourth stage of the Classic closed in Grafton. Italian team captain Mauro Ricciutelli came over his team mates Pezzetti and Badolato to win the stage. At a pre-race meeting in Ballina Ricciutelli announced his retirement from amateur racing to try a career in team management. After accepting the Grafton City plaque from the Mayor, Alderman Emerson, Mauro paid tribute to his team members, without whose support he could not have won. He was now fifth in general classification. Ricci Pezzetti, who came second, had now moved up from 13th to third.

Pezzetti eased off his winning sprint to let his team leader take the honors. "I knew I had the stage won," said Ricci," but stopped riding hard close to the finish line once I knew Ricciutelli was on my wheel."

A pep talk from team manager Jan Erik Gustaven, before the stage, motivated Kristiansen to stay near the front, as a result he finished third and was vested with yellow by a mere two seconds. The Norwegian told the crowd he had done his best and it felt good to be in yellow.

Day four stage five. Grafton Criterium 32 km. Ridden at 38.88 km/h. Winner: B Grone (Bosch/West Germany).

Grafton is a known bicycle town and a major stop on the Bank Classic itinerary. The city always hosts a good show for its populace. It was no different this time. Hundreds had previously attended a barbecued breakfast televised by Channel 10 on its Good Morning Australia show and beamed throughout the world via AUSSAT. Tony Murphy, the show's morning weather man, was travelling with the tour, a sort of Pied Piper drawing hundreds to the scene of each stage start.

This year the criterium course kept to Prince street, making U-turns at the Crown Hotel end and at Oliver street. The twenty laps were fast and furious; the pace peppered by primes. Early bursts of speed were applied by White Pages Superbold's Andrew Robinson and John Clissold, but they were quickly swallowed up by the surging pack. Per Moberg, (Websdale Printing-Sweden) opened a gap, but his team was caught off guard and unable to support him. As they came down to the business end of the race six riders held on to a narrow margin – only 15 seconds with a call of two to go.

The excited voice of race commentator Stewart Doyle was drowned out by

the cheers of the spectators, "What a bike race!", yelled Doyle as the lead shrunk to 12 seconds at the bell. Scott Steward flew from the pack to challenge the break. He was with them as they charged to the tape but Bernd Grone (Bosch/W Germany) was too strong for him and he finished third with bonus points and another chance to wear the leader's yellow jersey.

Ettore Badalato was in the pink again. He wore the Sprint King pink jersey for ten days on last year's tour and was more than happy to have earned the tour's second top award again. Mixed with his uninhibited joy was a note of sadness as Ettore announced that this would be his last amateur event before turning professional. The 23 year old champion from Milan has won more than 110 major events in Europe and rides for the Brescia Plast team.

Day four stage six. Grafton to Coffs Harbour – 90 km. Ridden at 41.04 km/h. Winner: R Fahlin (Websdale Printing/Sweden).

The day the bottom fell out of the world stock market - Tuesday the 20th of October 1987, was also the day when any hope for fame and fortune in this year's Cycle Classic crashed through the floor for 53 cyclists. The Grafton to Coffs Harbour stage has been the make or break segment of past tours. Roy Knickman in 1984 and Ed Schurer in '85 took possession of the yellow jersey in this stage and hung onto it until the end.

This year twelve riders put space in the field and eventually disappeared out of sight. Their determination to soundly cement their positions in the top classifications was born out in their shattering 7 min 43 sec lead. Sheltered in this gilt edged security was Kjetil Kristiansen and out in the cold with a time deficit of 6 min 58 sec was Scott Steward. Kristiansen's yellow jersey was starting to look like gold and if history repeated itself it would be gold that he would cash in at Albury.

Eight kilometres out of Grafton Andrew Logan (Holden/Australia) who finished this stage, last year in the 28 second time bunch, went for a flyer. He was joined by Eddie Salas and Kristiansen. Shortly after Carter, Fahlin, Barnes, Harris, Turkington, Dahlberg, Price, Jamieson and Niederberger linked up to form a breakaway group of 12 riders.

A record crowd for Coffs lined Park Avenue to see their local boy, Glen Price, do his thing. His thing was to win his home town stage. He was cheered on as the pack rounded the corner in its dash to the line.

Unfortunately he was overpowered only metres from the end and finished fourth. This did not distract from his

popularity. He was swamped by family, friends and fans and was the centre of attention on the victory platform. Glen remained in 62nd place of the 66 left in the Tour.

Roul Fahlin, the stage winner, moved into second place only 44 seconds behind the leader. Eddie Salas, who was second, moved up from 15th to 4th only 52 seconds down. The third place getter, Nick Barnes (Caltex/England) moved up four places to sit third on 49 seconds.

The big winners of the day were the Cut Price Deli/NZ team, who had two members, John Harris and Nathan Dahlberg, in the winning bunch. They pushed England into second place in the teams standing with a solid 7 min 17 sec advantage. The popular Italian team was caught well off guard by not having a rider in the break. They dropped back to 12th position and their best general classification was Ricciutelli in 16th and 8 min 8 sec down.

(Longines/Switzerland) rider Herbert Niederberger was among the breakaways from Grafton to Coffs Harbour.



Day five stage seven. Coffs Harbour to Port Macquarie – 178 km. Ridden at 37.8 km/h. Winner: B Grone (West Germany/Bosch)

The second longest stage in the Tour provided the setting for a repetition of the previous day's upset in the general classification. Another fifteen riders, none of whom were in the stage six break, netted themselves a five minute advantage.

It was five minutes laboriously gained in buffeting head and side winds. They zig zagged and snaked across the entire width of the road, taking their straining muscles and agonising faces to within touching distance of the parked motorists, who were forced by the police to stop their vehicles on the road shoulders.

This stage wrote a new chapter in the Tour's history. Previously, it was be-



Bernd Grone (Bosch/West Germany) with distorted features launches the attack that paved the way for his seventh stage win into Coffs Harbour.

lieved that a two minute lead was a safe margin. Now it was obvious that big stage wins were on the cards any day.

Displays of power riding were surfacing early in the stage. In the first 30 kilometres there were substantial gaps. Griffiths, Stevens and St George attacked strongly on the hills. The Bosch team came under pressure when Schumacher punctured and Schenk dropped back to assist him. Dean McDonald fell on the KOM climb, was quickly picked up and back in the race. Several riders were away up front and five others left the peloton and chased for approximately 40 km before they were retrieved near Smithtown.

This group of strong riders opened the time gap further, making it virtually impossible for them to be caught. Bernd Grone accelerated taking Barney St George, Steve Griffiths and Alte Pedersen with him. With five kilometres to go Grone had outpaced the others and powered into the crowded streets of Port Macquarie 18 seconds ahead of Pedersen. St George and Griffiths. Grone's ironman performance lifted him 20 places in general classification.

The stage was not without its casualties. R Cobcroft. (White Pages Super-

bold/NSW) and D McDonald (Repc/Australia) joined the other four cyclists retired from the Tour.

Day six stage eight. Port Macquarie Criterium – 32 km. Ridden at 42.48 km/h. Winner: M Schenk (Bosch/West Germany)

Stage nine: Port Macquarie to Forster. Ridden at 37.08 km/h. Winner: E Badolato (Europa Cycles/Italy).

The sixth day of the Tour could have been a lay day. The riders were feeling the effect of the arduous stages of the previous two days so word filtered through to the media that the riders had agreed to take it easy, at least to the first town sprint, Taree. 91 km down the track. "We had a hard day yesterday and there is another hard day ahead. We just need some time to recover," explained Graham Seers.

The race director, Frank (John Wayne) Bates was not impressed. He was out with his whip trying to stampede his herd into the next town.

However, day six did have its moments of drama: Swiss and New Zealanders exchanged punches; a new record was set, and some coloured jerseys changed hands.

The West German-Bosch team let down its reserve and went wild when Michael Schenk – nicknamed the Red Baron – won the testing criterium in the morning. His victory gave the Germans stage wins on three consecutive days, a first in the Classic's history. Schenk had to fight hard through the 20 laps to ward off threatening attacks. Marco Die. (Longines/Switzerland) was showing his true capabilities taking the climbs comfortably well ahead of the field. Craig Schommer. (Kentucky Fried Chicken/USA) pounded away for three laps until Paul Swadling (Repc/Australia) brought the field up. As they closed in for the bell lap Barney St George and Morton Saether, charged up the climb. The Baron, looking mean, closed in on them and bolted away down the straight to win over Tobjorn Wallen. (Websdale Printing/Sweden) and Enrico Pezzetti.

The tempo livened up as the boys dropped into turbo drive for the sprint into Taree. The Italians swamped the front line and Mauro Ricciutelli and Enrico Pezzetti vied for first and second. As they charged into Forster and Tuncurry Ricciutelli lead out and his team mates jumped on the train. At the 500 metre mark they had the stage in the bag. They went across the line. Badalato first. Pezzetti second and Marco Poppi third. Fourth across the line was Roul Fahlin.

The victories, however, led to discord in the Italian camp. Ettore Badolato lost his Sprint King's pink jersey to a younger team mate Enrico Pezzetti.

Pezzetti scooped up a third in the criterium, second at the Taree sprint and second at Forster which netted him a two point lead over Badolato. A display of clenched fist gesticulating amongst the boys expressed the feelings in the camp better than words.

Barney St George increased his points lead over Alte Pedersen to retain the green King of the Mountain jersey. Kjetil Kristiansen was still looking good in the Tour leader's yellow jersey with a slender 20 second margin.

Day seven stage ten. Forster to Maitland – 168 km. Ridden at 39.96 km/h. Winner: P Pegestam (Websdale Printing/Sweden).

The 168 kilometre route was spiked with three King of the Mountains, which turned out to be heartbreak hills for many. For Barney St George they were the high points of decision making. He etched his name into the Tour's history books by being the first to conquer three KOM's in one stage and clinch his claim on the Ansett title and the \$1000 prize money.

"I felt good climbing," said Barney later. "But I had to make up my mind whether to go for the mountain title or general classification – and I did."

This decision meant that he would forfeit his own chances to support Andrew Logan, who was sitting in 6th position, only 1 min 12 sec from the lead. He rode with Logan for 40 kms to bring him from the back bunch to the main group. This effort sapped his strength. Andrew finished in the main bunch time 50 secs down while St George came in 5 min 34 sec down.

Alte Pedersen (Apollo/Norway) also sacrificed his chance for the KOM title to keep his team mate Kristiansen in the yellow jersey. Alte trailed St George by only three points and was second to him over the first KOM. When Kristiansen punctured on the descent, Pedersen gave him his wheel and waited until a spare arrived. Kristiansen was shepherd back to the field by the rest of his team while Pedersen was left to fend for himself and finish 5:34 down along with St George.

The pressure never slackened. An average speed of nearly 40 km/h disintegrated the peloton. At one point the sag wagon was 11 kilometres from the lead rider. Two Austrian riders, Blumel and Eberl and one Swede, Wallen, retired through utter exhaustion.

But it was to be Sweden's day as Peter Pegestam swept into High Street, Maitland, to the cheers of 10,000 spectators in a Mardi Gras spirit. The ovation made it all worth while for Peter. He had to duel with St George on two of the mountains to keep in contact. He was left behind 10 kms from the finish when

a trio of breakaways, Stevens, Anderson and Saether made a charge.

He then teamed up with Thomas Durst and recouped enough energy to draw back the trio and charge past them for a stage victory ten seconds ahead of Gavin Stevens, Thomas Durst, Allen Anderson and Morton Saether.

**Day eight stage eleven. Maitland to Gosford – 130 km. Ridden at 38.52 km/h.
Winner: H Niederberger**

**Stage twelve Coogee Criterium – 30 km.
Ridden at 41.04 km/h. Winner:
B St George**

The Lions Club cooked breakfast for the big race family in Maitland Police Station's car park. It was a friendly occasion and the reluctance of the riders to sign on and organise themselves for the start seemed to indicate that they would all be happy to give it a miss today. The weather reports were not promising and another hard day loomed ahead. The 130 km route would take the contestants through testing terrain and big bad Bumble Hill posed a threat to tiring riders.

Breakaway attempts were on within the first ten kilometres and by the 30 km mark six riders had succeeded in achieving a 5 minute lead. Harold Blumel (Mavic/Austria) was desperately trying to bridge the gap. A stretch of gravel caused several punctures and changes in the structure of the peloton and the retirement of Austrian Andy Blumel from the race.

Herbert Niederberger was making his presence felt early in this stage by flying over the first KOM 25 seconds ahead of Eddie Salas. Eddie evened the score on the next climb and two Norwegians, Bard Grossvold and Kjetil Kristiansen, battled it out for the minor points. A formidable vanguard steamrolled its way through Wyong and Peats Ridge.

As the lead vehicles sped up to clear the way for the sprint into Gosford, Niederberger, Kristiansen, Salas and Saether accelerated also. Niederberger made sure that it was not going to be a close sprint. He dropped into a big gear and pounded over the line seven seconds ahead of Kristiansen and Salas who charged to the tape neck and neck and took second and third respectively.

The remainder of the lead bunch, fourteen riders, stormed into town 2 min 24 sec later. It took twenty minutes for all the field to complete the stage, half the time gap of the previous year.

The entire entourage departed for Sydney in convoy. The cyclists remounted at the Surry Hills Police Depot and headed for the criterium at Coogee Beach. The weather frowned on this stage for the third year in succession. Only those with rain coats and umbrel-



Emerging from the eerie spring fog on Mount Ousley is Morton Saether, Enrico Pezzetti, Scott Steward, Barney St George, Nick Barnes and Dave Spencer.

las were on the roads to see this hotly contested thirty lap stage. The highlight of the event was the tussle between Barney St George, and the two Swiss riders, Marco Diem and Ueli Anderwert, who completely frustrated Barney lap after lap, until Diem weakened and left the duel to the other two.

Anderwert refused to take turns of pace with St George even under the sounds of goading from the commentator and the jeers from the spectators. He eventually relented and rode into the head wind. Barney St George buoyed along by the cheering crowd found the extra strength in his legs to score a split second win over Ueli.

**Day nine stage thirteen. Coogee to Wollongong – 60 km. Ridden at 21.6 km/h.
Winner: M Saether**

To ride or not to ride – that was the dilemma of the day. The early morning weather conditions were deemed dangerous. The district was receiving its greatest downpour in ages. The fog blanket over Mt Ousley had reduced visibility to a few metres and the road was reduced to one lane due to roadworks. Everyone huddled in the Coogee Bay Hotel bar heard race director Frank Bates declare that the race goes on. Mumbles went up from some riders and managers and Sgt Norm Shepherd

warned that stringent precautions must be taken for the safety of all.

Later most riders agreed it was the correct decision and the ultimate winner of the stage, Morton Saether was in full support of the organisers. "In Europe we never stop a race, so why should it happen here," he said. Saether explained, "In the Peace Race, across Eastern Europe, this year it was snowing and two degrees all day, but we kept going. Today it wasn't so bad, but compared with the other days it was terrible."

Barney St George spearheaded the breaks after clearing the neutral zone. He exerted himself to take over the KOM over Steward and Pezzetti. Fifty kilometres into the stage St George, Saether, Pezzetti, Steward and Nick Barnes and David Spencer (Caltex/England) worked together against the howling winds and torrential rains. They disappeared into the eerie fog a good minute ahead of the field at the 70 km mark. On the rapid descent into Wollongong Morton Saether attacked a kilometre from the line to finish an impressive nine seconds ahead of Pezzetti, Steward, Barnes and St George. Spencer arrived 10 seconds later with the main group a further 1 min 14 secs down. Saether's stage win threw his team into high spirits.

The Tour leader, Kjetil Kristiansen said, "We are all working for Morton to win this race. I am just keeping the yellow jersey warm for our national hero." The 30 year old Norwegian, who came fourth in the Los Angeles Olympics, was



The experienced Morton Saether's lone and powerful win in appalling conditions into Wollongong.

eager to conclude his long and splendid amateur career by becoming the first Scandinavian to win the Commonwealth Bank Classic.

Stage thirteen was the unlucky stage for seven competitors. Four had more than their spirits dampened by the weather, they were physically exhausted and were forced to retire from the race. One of them, last year's winner, Andrew Logan, had worked his way into third on the general classification. Tactically, with the right team support he was ideally poised to repeat last year's magical success.

Logan had been suffering from influenza for several days and kept going in the hopes of a recovery, but the odds were against him when the rains came, he pulled up with stomach cramps. "I just had no strength left in my legs," said a shattered Logan. Three others, Roul Fahlin, Colin Sturgess and Steve Rooney withdrew before the stage commenced. Young Tamworth cyclist Mark Jeffrey wished he had done so when he rushed into the marquee at Wollongong in an advanced state of hypothermia.

The race doctor's report was grim, "A little longer and it would have been very serious. He could have gone into a coma." He was wrapped in a thermal blanket and rushed to Wollongong Hospital. Prior to the stage the race director gave permission for the cyclists to use

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wet weather clothing. Lack of experience had seen Jeffrey ride the entire stage unprotected from the elements and the consequence.

The unseasonal weather was now getting to the Internationals as well as the Australians, and for the first time in the Classic's history racing was postponed until the next morning.

Day ten stage fourteen. Wollongong Criterium – 14 km. Ridden at 44.64 km/h. Winner: B St George

Stage fifteen Wollongong to Goulburn – 135 Km. Ridden at 34.2 km/h. Winner: B Keech (Holden/Australia)

The postponed Flagstaff Point Criterium got under way without any fanfare. As the giant chimney stacks of the 'Gong's steel mills belched smoke into the air the fifty or so remaining cyclists charged around the windswept hill for twenty laps. In almost nineteen minutes it was all over.

Pezzetti, Dahlberg, Schuetz, Stevens and St George plunged into an early break. The pace never slackened with St George putting on the pressure every time they came into the hair pin climb, until only Schuetz and Stevens were left to challenge him. St George was in an slaying mood and left them both for dead when they failed to box him in on the gutter.

St George charged over the line to take out his second criterium leaving

Stephen Shuetz, and Gavin Stevens to limp in twelve seconds later for second and third place respectively. Eddie Salas came fourth with the remainder of the field 43 seconds down.

An hour later the whole show was on its way to Goulburn. Only Italy, Norway, Switzerland, New Zealand and Alex Fulcher's Caravans had their full complement of riders. Bosch was down to three and Mavic was reduced to two and Mike Carter the only one left to carry the flag for the United States. From here on in it would be a cunning battle of tactics. For some to improve their general classification for a greater share in the prize money, for others the plan would be to cover their established leads.

The first hurdle to master on this leg was the Macquarie Pass. The eleven kilometre climb was swept aside by Barney St George. At the end of the day his overall points in the KOM were 33, an unbeatable 17 points ahead of his nearest rival H Niederberger. He also moved into third place in the Sprint King category and in the last five stages has moved from 30th to 14th position in general classification. After struggling up the Pass the riders consolidated into two groups and passed through Moss Vale by noon.

By the time they moved to the open space of the Hume Highway only 500 metres separated the two groups. As the peloton sped down the long incline into Berrima Alte Pedersen struck the back of a passing caravan. In spite of deep

wounds in his elbow and knee he remounted and rode the remaining 40 km to Goulburn in agony. His courageous act demonstrated the deep commitment of the Europeans to the team structure, he was there if team leader Kjetil Kristiansen needed him.

Another such demonstration of team loyalty surfaced when Barney St George punctured on the way to Moss Vale. Bruce Keech dropped off the peloton to help St George regain. Working on reserves he charged into Goulburn ten seconds ahead of Tiziano Mancini (Longines/Switzerland), and John Clissold. Thirty six seconds later came Ivan Menni with Michael Carter leading the main peloton over the line 2 min 24 secs in arrears.

The surprise of the day was Mark Jeffrey, sufficiently recovered from hypothermia, who finished the stage only 12 minutes down.

Day eleven stage sixteen Goulburn to Queanbeyan – 104 km. Ridden at 39.24 km/h. Winner: M Ricciutelli

Stage seventeen Queanbeyan to Canberra – 35 km. Ridden at 27.36 km/h. Winner: B St George

With three days of riding left the cyclists were not expecting to do anything spectacular between Goulburn and Canberra. The peaceful country road wound its way through Lake Bathurst and Tarago. The boys worked the knots out

of their tired legs and never dropped the speedo below 50 kilometres per hour for countless miles.

All the breakaways were contained and an intact field contested the sprint into Queanbeyan. Mauro Ricciutelli won by three bike lengths over Fred Arne Enger (Apollo/Norway) and Michael Schnek with E Pezzetti, adding to this Sprint King points, fourth. Atle Pedersen never let the injury from the previous day hinder his mountain climbing, he won the KOM's to thrust himself up from 4th to 2nd place behind Barney St George.

Eddie Salas was gradually closing in on Kristiansen. He attacked strongly on the hills in the last stage and was looking for support from fellow Australians emulate Andrew Logan in last years event. The 22 year old Salas acknowledged, "This is a selection race for next year's Olympics, so obviously they all have their own ambitions."

Eddie Salas also observed that the full Norwegian team had the depleted West German team working for them and said, "The only way I'm going to get up there is if the other Aussies can give me a hand." He felt that he had that chance the day before when Kristiansen was toiling up Macquarie Pass with Mauro Ricciutelli while he and the leaders had crested the mountain. No one was pre-

pared to carry through with their advantage.

"Kristiansen's team mate (Morton Saether) was with us", said Salas, "and the New Zealanders were happy to wait for their team mates to catch up. Nobody wanted to work. It was a real disappointment."

The national Capital saw Barney St George write a new chapter in the Race history book by becoming the first triple stage winner in the Tour. The Canberra criterium fell to him in effortless style. Criteriums have never been Barney's forte, but this record displayed to the selectors a valuable all-rounder ability.

St George along with J Harris, P Turkington, M Schenk, and P Swadling built up a 16 sec lead with the call of three to go. Ueli Anderwert was halfway across the gap and Michael Carter was bringing up the remainder of the field. At the bell it was anybody's race. The Italian team was in position to set up their sprinter, but as they neared the judges box it was Barney St George in his new role of Criterium King, with Swadling, Pezzetti and Schenk taking the minor placings.

Day twelve stage eighteen Yass to Wagga
Wagga - 200 km. Ridden at 43.56 km/h.
Winner: H Niederberger

This stage, the longest in the Classic's history, should have fulfilled at least some of the predictions made of it. It was to be a stage in which many a weary leg would grind to a standstill; a stage where leadership would change hands; a stage where accidents would occur and the patience of the officials would wear thin. In reality the status quo prevailed.

Due to a professional approach to team work, Kjetil Kristiansen maintained his 38 second margin over Eddie Salas. The 39 starters finished with an average of only 3 min 20 secs between first and last. And to everyone's amazement the officials remained cool. The Wagga finish was a bonus. A estimated crowd in excess of 3000 thrilled the executive director Phil Bates. "It's the biggest crowd we've ever had for a country area", said Bates. Wagga will again host a stage in next year's Brisbane to Melbourne epic.

To acknowledge the importance of the occasion the Wagga City Council donated the sum of \$500 toward the prizes for the Yass-Wagga stage complementing the \$1500 put up by the Wagga Chamber of Commerce and Industry and a further \$500 by the Wagga Tourism Promotions Committee.

An enthusiastic crowd saw Swiss rider Herbert Niederberger win the 200 km stage from Yass, but their loudest

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applause was reserved for hometown hero Barney St George who finished mid-field. St George, who was greeted at various over night stops since leaving Brisbane by his many sisters was now greeted by his proud mother, Rae St George.

Not 30 kilometres from Yass Graham Seers and John Clissold decided to give it a go. Within a few kilometres they were joined by Peter Turkington. The trio jetted along for 100 kilometres setting up an impressive 7 min 40 sec lead at one stage. Seers and Turkington were well down in classification, but John Clissold was only 12 minutes off the lead. It started to look dangerous.

The pursuing bunch dropped into overdrive and reduced the gap. They swamped the trio passing through Cootamundra. With 25 kms to go Price, Lunn, Pedersen, Stevens, Badalato and Niederberger charged away from the field. Badalato and Niederberger duelled for line honours with Niederberger winning. Stevens and Pedersen came third and fourth. Bard Grossvold, (Apollo/Norway), led in five riders 1.56 later. Saether, Kristiansen and Salas were in the main bunch 3 minutes off the lead.

The UCI International Commissaire, George Nelson, had no respite from his exacting responsibility of exercising the wisdom of Solomon. Working quietly in the background since the race commenced he had been imposing penalties, upholding appeals, reversing decisions and sitting through long sessions with his council of judges. From the time the race hit Ballina there had been a smorgasbord of altercations.

There was the odd black eye, bruised shoulder and hot temper jousting to contend with; the usual tow behind a vehicle to rule on. There was the hot Italian blood to cool down and the impetuous Aussie outburst to quell.

The Swiss were roughing up all who got in their way, the Kiwis were taking no nonsense from anyone and the Italians were out to score points. For George there was never a dull moment. Today was no exception. He had to penalise Enrico Pezzetti two minutes for interfering with Barney St George in the Cootamundra sprint. Pezzetti cut across St George forcing him to break to avoid hitting a parked car.

Pezzetti's action angered St George as he felt he could have beaten Badalato, Pezzetti's team mate, for a valuable Sprint King point.

A little of those in family altercations surfaced when the stage winner Herbert Niederberger told the public, "I have pleasure in showing that Swiss riders not only can fight but also can ride."

"Today was the most exciting stage race I've seen", reported Frank Bates. "There was attack after attack for the last 70 kilometres on both sides of the

road. The Italians on one side and the Norwegians on the other just time trialing each other".

Eddie Salas, the only Australian with any chance of winning the Classic, was stymied at every move by the Norwegians as they guarded Kristiansen's lead. Kjetil acknowledged the brilliant work of his experienced team captain: "Morton directed the traffic today. He told us which breaks to chase and which ones didn't matter. If I win it'll be due to his experience and advice and the rest of the team."

Morton Saether, the predicted race favourite, summed up the team philosophy when he said, "I may have wanted to win this race, but Kjetil got the right break so it was then up to me and the others to help him. A win for Norway is a win for us all."

Salas would have loved such national support, but it wasn't forthcoming. It appeared at this late stage, that the only way he could acquire it was to buy it. And for Eddie that was not on. He would make it on his own merit. The daily press detected that wheeling and dealing was in the air, and that the management of the Cycle Sport Australia team would not offer any cash to other Australian teams, or the Italians and New Zealanders who may have been sympathetic.

The team manager Alex Fulcher said, "If we are to ask any of the other Australians for help it will be done on the road tomorrow and there won't be any money involved."

Eddie, in full agreement, said, "I'm not going to buy anyone off. If the other Australians haven't got a chance it's up to them if they want to give me some help, but I won't be asking for it."

And so the die was cast for the final stage.



Day thirteen stage nineteen Wagga Wagga to Albury – 143 km. Ridden at 41.4 km/h. Winner: B Keech

Stage twenty Albury Criterium 30 km. Ridden at 42.48 km/h. Winner: G Stevens

Let's get this thing over and out of the way, was surely the feeling of the 39 who jumped into action out of Wagga Wagga. The good roads through the rolling countryside enticed them to accelerate. Barney St George was feeling fit and so too was Michael Carter. Carter had quietly and methodically worked his way up from the last ten to the top ten in placings.

At Walla Walla, 106 kms into the race they were only a minute ahead of the field – a minute which vanished as they neared Albury. With Jindera behind them Bruce Keech took the initiative and beat the field in by 16 seconds. Tiziano Mancini had 19 seconds on Warren Doyle who came third leading the rest of the field.

The criterium that followed was purely academic. An early break was no threat to the tour leader as both he and Salas were in the back bunch. At three laps to go they were all together mixing it with each other for the final time. Gavin Stevens out sprinted Switzerland's sprint champion Ueli Anderwert to earn the honour of winning the final stage. In the middle of the bunch came the undisputed winner of the tour Kjetil Kristiansen – crowned King Kristiansen by *Sydney Morning Herald's* Michael Cockerill.

The 20 year old from south of Oslo had held the leader's yellow jersey for 14 consecutive stages and for as many interviews on the winners dias. He had politely and diplomatically evaded the speculation that he would win this year's Classic. Now with the yellow shirt still on his back and the \$2,500 winners cheque being written out in his name, he waved his little Norwegian flag and allowed himself the luxury of beaming triumphantly.

"I don't believe I am alive. I have never trained for something like this before. Yet I feel I could go on now for a couple of more stages," said Kjetil. As the media descended upon him he slipped back into his reserve and played down the merits of his victory.

Also delighted with his achievements was Eddie Salas, the 22 year old clerk with the Department of Main Roads in Sydney, who dogged the tracks of Kristiansen throughout the Tour to retain his second place. Eddie said, "I'm happy with what I have achieved, I'm also happy for the team. I won the criterium series, I finished third in the King of the Mountain and I finished second in the Tour – I don't think that's a failure." Salas also expressed his desire to ride in the Olympics and hoped that his performance in the Classic had guaranteed him a place in the Australian road team for Seoul. "If not," said Eddie, "Then I've got a lot of thinking to do. I've been offered a professional contract in Italy and it is a critical stage of my career."

The euphoria was over. The Continentals would go home, some to turn professional, some to retire and some to continue training in search of the excellence that would win for them Olympic selection.

For Australia the lesson is clear – unless we put nationalism before individualism we will not triumph against the Continentals.

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AVOIDING CYCLING INJURIES

Cycling fitness

Two physiotherapists offer sound advice to bicycle riders.

by LESLEY ANNE NICHOLSON and
JAQUI ROBERTSON

JOE KEEN is a Sunday cyclist. He has been a day-rider for years and never had any problems related to cycling. One Sunday Joe meets his friend Suzie Spokes who mentions that she is planning to enter the Sydney to 'Gong Bike Ride. The route is 90 km long and is on the following Sunday. Suzie asks Joe if he can come.

He says yes but with only seven days to go he has little time to prepare. So he works out a training programme consisting of at least two hours cycling a day on his trusty old ten-speed.

On the Monday Joe spends his lunch hour in the nearest cycle shop. He buys a helmet, gloves, cycle shorts and shoes as well as a large tin of electrolyte loaded energy drink. Later that afternoon he arranges to borrow a friend's lightweight racing bike for the big day. The heat is on.

That night training begins in earnest. Joe dashes home from work, jumps into his new gear, has a large glass of electrolyte drink and heads out on the road. Two hours later he really knows he has had a workout. Proud of himself he has a quick shower, a bite to eat, and retires early to bed.

Tuesday. Today Joe finds himself a bit stiff and sore. He attributes this to the fact that he pushed himself much harder than he does on his usual Sunday ride. Training that night, Joe takes it a little easier.

Wednesday for Joe is similar story to the Tuesday but as training continues on the Thursday Joe's muscles are sore. After his evening ride he feels that a hot bath and a vigorous massage with liniment are called for. This is topped off with a medicinal whiskey and an early night in bed.

On Friday Joe decides to persevere and adhere to the adage 'no pain no gain'. He takes his miniature cassette tape player along to help take his mind off his sore muscles and his new painful and swollen right knee. All this training has made Joe so tired that when he gets home he flops on the bed and goes straight to sleep.

The day before the big Ride Joe takes the day off from training and picks up the featherlight racing bike.

Sunday and the big day has arrived. Joe is determined. The first 25 km are pretty much as he expected. His thighs and right knee are hurting but by now he's getting pretty used to putting up with a bit of pain. Riding the new bike is a bit different. Joe has adjusted the seat so that he can put his feet to the ground when he stops.

After 40 km his neck and the top of his shoulders are aching. At the 65 km mark Joe's highs are hurting more than ever. His determination sees him through to the end of the ride with a vow never to ride again.

His frame of mind was not unlike that of a woman who has just given birth to her first child.

After the Sydney to Gong ride Suzie Spokes asks Joe if he'd like to join a

group of friends who were planning a cycling holiday through the Snowy Mountains during January. Nonplussed Joe enquires about Suzie's composure and apparent lack of pain and fatigue after the gruelling event they'd both just endured.

It was at this moment the Suzie realised Joe knew nothing about the basics of a good exercise program and a preventative approach to bicycling injuries. Joe was a wreck but Suzie had sailed through the event; how was her approach to the Ride different from his?

Exercise and injury prevention

Every riding session should start with a warm up and stretches and finish with a cool down and stretches.

Warm-Up Ride for 3-5 minutes until you notice an increase in heart and respiratory rates. Your faster heart rate will result in increased blood flow to your muscles and better co-ordination. Now you are ready to hop off your bike for a stretching session.

Stretches These must be gradual and specific for the muscles used in cycling (see photographs). Gently stretch until you feel a light pull – this should not cause pain. If it does you are overstretching and could actually be tearing your muscles. Hold each stretch for 20 seconds then relax. Repeat each stretch 3 to 5 times.

Never bounce while stretching as this will cause micro tears in the muscle. Bouncing sets off a stretch reflex which causes the muscle to contract or shorten.

ten. The muscle is thus being pulled in two directions and has no recourse but to tear.

Exercise Your body is now ready for cycling. Gradually increase the intensity of exercise. If you are out for a long ride its a good idea to repeat the stretches after every hour or so.

Cool down Like the warm up to exercise, the cool-down should consist of a gradual decrease in exercise intensity. Your heart rate will slow and there will be a corresponding redistribution of blood throughout the body as in the pre-exercise resting state.

Gradually reducing heart rate, thus blood flow to working muscles, results in a flushing effect that removes the toxic wastes of metabolism.

These wastes are believed to be responsible for muscle soreness by irritating the nerve fibres responsible for pain. Stretching should be an integral part of

cool-down and is believed to further reduce muscle soreness after exercise. Repeat the stretches specific to cycling already given.

Fundamentals of training

When Joe decided to enter the Sydney to Gong ride he only gave himself a week to train. This is not enough time. Sunday riding would have placed little demands on Joe's body as is shown by the fact that he'd never had any physical problems related to cycling. Joe had never stressed his body beyond leisurely cycling through the parklands. Once a decision had been made to enter an event, careful consideration should be given to the stresses that the event will place on the body.

For example, the distance, the terrain, the climate, and the time it will take to complete the event are essential points to consider. Joe would have been wiser to gradually increase his intensity

and duration of exercise with an aim to be fit for an event other than in a week's time or at least not aim to finish.

Planning Training for an event should be planned ahead; short and long term goals should be set. For example, Joe could aim to ride a quarter the distance in a given time. He could then work around a training regime geared to the time taken to complete the distance. By now Joe will be riding further and aiming towards riding half the total distance. As Joe's fitness increases he will be able to ride for longer periods.

Training specifics Each sport calls upon muscles to be used in a specific way. Moreover, the way in which you personally exercise conditions your muscles and joints to work as you have trained them to work. For example, Joe trained on a pushbike. His hip, knees, ankles, back and neck were all trained to work in specific ranges according to the demands placed on them.

Switching over to a different bike for the event meant that Joe's muscles were now faced with a situation they weren't as well trained for. The range of motion of Joe's joints would be different. Say Joe's knee joint range was between 20 degrees and 90 degrees on the bike. The quads (and all of the leg muscles) would be trained to work specifically in that range.

By changing to a different bike (and a different joint range) Joe would be at a distinct disadvantage to other cyclists who had trained on the same bike. Joe's peak muscle torque, a measure of power, occurred in the first instance with Joe's knee just short of 20 degrees on the down stroke. With Joe's changes to his bike his knees move through a pedal cycle which allows greater extension of his muscles. Unfortunately his legs are not trained to cope efficiently with the new situation.

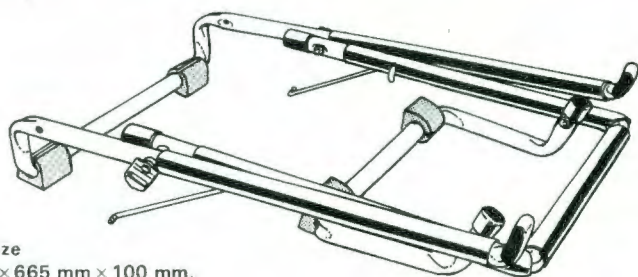
Stressing the system If a system is stressed the body must adapt to withstand this stress. When the stress is too great, adaption does not occur, the system fails, and injury is likely to occur. For example, Joe's exercise habits changed from leisurely cycling in a week to 2 hours intensive training per night.

Joe's system fatigued quickly resulting in pain and recurring muscle soreness: indications of injury.

A training effect is achieved by exercising 2 - 3 times a week at 60 - 80% of the maximum intensity possible for that individual. A general guide to use is heart rate. Subtract your age from 220. This figure will give you an approximate maximum heart rate. So if Joe is 30 years old his predicted maximum heart rate would be 190 beats per minute. He should aim to exercise at a heart rate of 60-80% of 190 bpm (or 114-152 bpm).

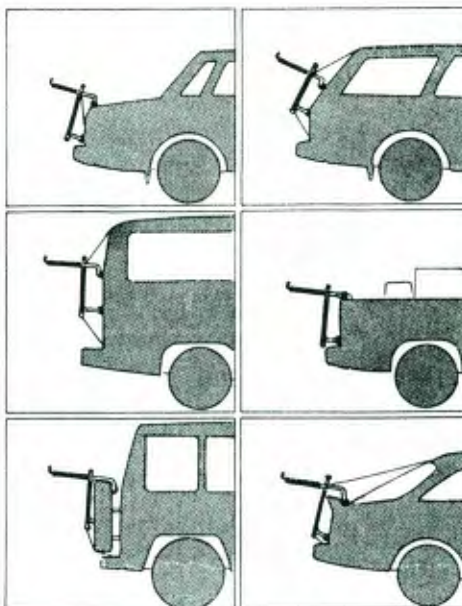
A measure of training is resting heart rate. Normal resting heart rate is 72

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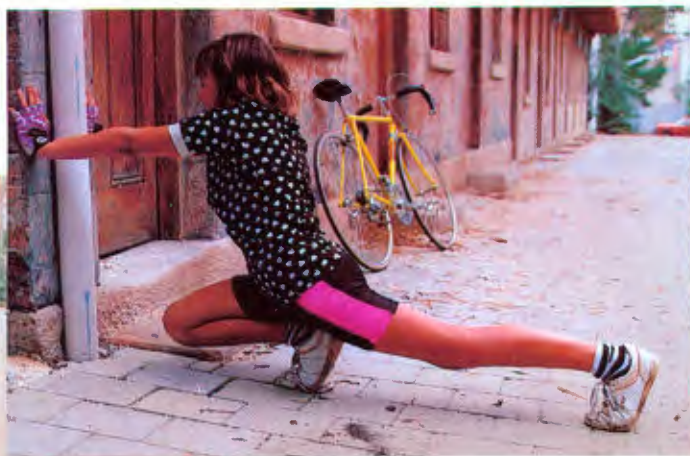


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bpm. Measure your heart rate first thing in the morning before getting out of



bed. The carotid pulse found at the side of the neck is probably the easiest pulse to take (especially while cycling). After some months of training there should be a decrease in resting heart rate as the heart muscle becomes a more efficient pump. This is an indicator of adaption to the stress placed on it by training.

Many other adaptations to stress occur within the body – too many to mention here. Subjectively you will notice you can ride longer before the onset of fatigue and you will enjoy a feeling of well being. You may have heard of endogenous opiates (endorphins) chemical substances your body releases as a defense mechanism against stress. This



Stretching exercises for bicycle riders. Left to right: 1. Hamstrings. Keep back straight. Pull pelvis forward. Feel the pull in the muscles at back of thigh. 2. Thigh flexors. Feet pull in inner thigh. 3. Calves. Back leg straight. Feel the pull at back of thigh. Repeat with back knee bent. 4. Quads. Keep knees close to each other. Keep back straight. 5. Thoracic

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back. Feel stretch in upper back. You may also feel stretch in armpits for pectoral muscle stretch. Keep lower back straight and knees slightly bent. 6. Neck and shoulders. Upper trapezius muscles. Tilt head to one side. Hold wrist on same side with other arm behind your back. Gently pull the arm down as you pull head over to opposite side. Feel the pull in the bulky muscle on top of your shoulders near the neck.

is said to occur after about 20 minutes of continuous exercise and is known amongst runners as "runners high".

The no pain no gain myth. Joe worked his body through pain on the assumption of "no pain - no gain". Pain is our body's way of telling us that injury may be occurring and should be taken notice of. The system may be or is being stressed too much too soon, or there

may be a muscle imbalance that should be corrected. For example, back pain may be due to a combination of tight hamstring muscles with corresponding weak abdominal muscles.

Left unchecked the problem will worsen. With early intervention, the problem can be rectified. If the problem is ignored serious damage could result in chronic back pain. Chronic problems

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are always more difficult to treat than acute problems. The endurance cyclist should pay special attention to niggling pains as a release of endogenous opiate could make a serious problem. The bottom line is: don't exercise though pain.

How can you tell when injury has occurred? The first indicator of injury is often pain. Other signs to look for are:

- Swelling; redness.
- Pins and needles, numbness, muscle weakness, burning or shooting pain.

What to do if injury has occurred. Swelling, redness and an increase in temperature of the injured part are signs of inflammation. An immediate or acute injury with inflammation should be treated with **R.I.C.E.** as soon as possible.

R = Rest the affected part of your body.

I = Ice for 20 minutes. Wrap an ice pack or crushed or cubed ice in a wet towel and place on the part. A bag of frozen peas easily moulds to sites such as knees. Ice is effective in reducing swelling and joint damage that has been associated with chronic swelling. Ice also has an analgesic effect.

Note: Do not leave ice on for longer than twenty minutes as nerve damage can occur. After 20 minutes of icing the

effects continue long after the ice has been removed. Icing may be repeated hourly or two hourly as needed.

C = Compression. Use a stretch bandage starting below the injury and apply in an upward direction firm even pressure. Remember compression not constriction. Compression reduces swelling by preventing excessive expansion of the injured part. Most effect is gained by bandaging before swelling is well advanced.

E = Elevation of the swollen part allows gravity to assist in the removal of fluid from the injured area.

Note: RICE is an effective immediate treatment but if injury has occurred a physiotherapist or doctor should be consulted.

Pins and Needles, numbness, muscle weakness, burning pain are signs of serious damage or injury and a doctor or physio should be consulted without delay. These signs are indications of nerve involvement. Usually the symptoms are easily reversible when treated by a skilled physiotherapist. If left untreated permanent or incapacitating damage could result: Don't be fooled if the pins and needles, or altered sensation are felt in your lower leg, or hands, as the problem could be originating in your spine.

Remember Joe's mistaken remedy for sore muscles and fatigue: he had a hot bath, a vigorous massage with liniment and a medicinal whiskey. Joe didn't know about RICE or warming-up, cooling-down or stretching. Applying heat to an acute injury can exacerbate the inflammatory response.

If muscle tearing was the cause of Joe's pain, vigorous massage should also have worsened matters by promoting intramuscular bleeding. Furthermore, alcohol increases the inflammatory response because it causes dilation of blood vessels thus more fluid moves into the tissues and leads to a further increase in swelling.

Massage and heat do have their place however. In the absence of injury a gentle massage can increase the suppleness of tissues and aid in muscle relaxation. Heating the muscles before can enhance the effects of massage.

Something else to take note of – stay clear of electrolyte drinks they can worsen dehydration – water is the best fluid replacement.

Cycling is fun but its up to you to keep it that way. Before embarking on any training program its a good idea to get your doctors okay if don't you think you are in good physical condition or haven't exercised for a long time.

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The colour range of the popular Stackhat bicycle helmet has been increased to a choice of four colours: yellow, white, pink and black. The new black Stackhat, expected to be a winner with teenagers, has gold pinstripe trim and all of the other stackhat features. All Stackhats are available in a range of sizes from Junior models to the senior versions for adults.

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TRAVELLERS TALES

Bicycle touring

Two cautionary tales on the joys of bicycle travel.

IT NEVER RAINS ON A BIKE RIDE

by David Hulett

SET your alarm and you'll sleep with one eye open. I do. It happens every time. Sunday morning 21st June, I did it again- beat the digital nightwatch by a handful of flicking minutes. Eased myself from my warm bed and groped through the cold dark to the shower.

Hot tea, toasted slice - twice, and as I drove along the ridge to Uraidla the dawn broke with a breathtaking first light in a clear, clear sky. The day crawled up and over the Mount Lofty Ranges as we raced towards Sandy Creek and the Start.

One hundred and fifty cyclists gathered on a bitterly cold morning. Colour everywhere, gleaming machinery, smelly Wintergreen and the first dozen away sharp on eight o'clock.

Who'd heard the broadcast warnings to graziers and wheat growers? Who saw the heavy black cloud crouching low on the western horizon? Not I, nor anyone about me. It was crisp, it was clear, the vineyards neatly trimmed and we were spiriting towards Angaston for breakfast.

Under a rapidly darkening sky we rode through the town and down the hill to Keyneton. then the first deliberate drops fell, stinging on cold skin. Rain jackets on, heads down, more rain now wind driven and chilling. A stripped down racing bike has no mudguards; a mane of water off the front wheel, cold wet feet; a mane of water off the back wheel, cold wet seat! Sixty five ks to go and who said this was rain anyway?

Five in line, knees pumping, shoulders rocking, determination hardening. Sensations of cold and discomfort recede before an onslaught of Endorphins. It's all GO!!

Successive storm driven squalls pass almost unnoticed., water everywhere. Glasses are useless, fingertips numb, feet somewhere down there, off the end of your body, and overall a sense of excitement prevails. The five ride on through it all.

Turn right at Mount Pleasant, thirty ks to go. Now the wind is on the nose, the odds are heightened, more work. Then the hail. Can it get worse? Yes! the wind accelerates and buffets cruelly. The

line keeps on, silent and determined, defiant cries long since quitted, until - "JEEZ Geoff the rain has stopped!" the sky was clearing and a watery sun beckoned. Ten ks to go. "Last one home buys the wine!" rings the exuberant challenge. Five to go - steaming breaths, bodies warm and working beautifully, taught tyres singing on steaming tar.

The Finish. Five flashes through an open gateway. Clean clothes, warm clothes. Cheese, bread, wine, friends recounting, laughter.

Would I do this again ? Tell me, where's the start, what's the date? Of course I would!!

Who ever heard of it raining on a bike ride??

IN PRAISE OF AUTOMATION

by ANDREW BUTLER

If you, whilst 'limping' up another interminable hill, have ever questioned the sanity of your biking endeavours, be assured you are not the Lone Ranger. Even the most masochistic cyclists have at one time or another, felt like flinging their machines over the nearest escarpment.

The truth is, most of the romanticism associated with this antiquated form of transport is nurtured at the bar, after beer has dulled the ache in your backside and

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yarns of chronic discomfort can be swapped and even enjoyed in a convivial atmosphere. On the road, the dangers of mixing it with more modern modes of conveyance, and the inherent difficulties of negotiating Australia's ill-conceived topography, are about as romantic as canoeing the Bermuda Triangle or jogging the Sahara Desert during a sandstorm.

Strangely enough, my wife Mary and I are cycling addicts. Veterans of many, what can ambiguously be referred to as 'holidays' on bikes. Hopefully, the suffering we've endured will help illuminate some of the perils that can, and usually do, befall the intrepid cyclist.

The first is worst

Our first trip, a peddle from Melbourne down to Philip Island, began cautiously enough. Having alighted from the train which had shuttled us from the homelands of North Queensland, we decided not to brave the Melbourne traffic, and walked our cycles on the foot-paths until things thinned out a little. Predictably, as soon as we did mount up a sudden downpour made a mockery of our decision not to worry about water-proofing.

It was about this time that we discovered the debilitating effect water has on bicycle brakes. We weren't killed, however the shocked look on the motorist's face when four cyclists collided in an effort to avoid his stationary car, told us our improvised braking procedure was spectacularly inefficient.

Terror in Tassie

Miraculously we survived our maiden journey, and ventured next to Tassie where a danger of a very different kind confronted us — Tasmaniacs!

The Federal Government had just canned the plan to dam the Franklin River and greenies in the Apple Isle were about as popular as AIDS carriers at a blood-bank. Resplendent in our regalia of thongs, King-Gees and ex-army pullovers, we were mistaken for greenies and set upon by a marauding horde of would-be dam builders as we peddled into Launceston. Waving arms, which we'd initially thought a greeting, bulleted projectiles at us while a rare combination of expletives further endorsed the inkling that we were not welcome.

In a bid to preserve ourselves, we took to riding in our sole set of finery and avoided discourse on anything even remotely connected with conservation. The ploy worked, and two weeks later we slunk back to the mainland, un-nerved but intact.

Wine worries

Expedition number three began with a lengthy bus trip from Townsville to



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Adelaide. The paralysis inducing seats, the drivers who acted like martyrs every time they had to load your bike, and the dubious palatability of Roadhouse food all combined to make us very relieved to reach our destination and reassemble the cycles.

Adelaide is undoubtedly one of Australia's more picturesque state capitals, however the lure of quiet, country roads soon found us in the Barossa Valley. Quaintly German in character, the valley is also endowed with a multitude of vineyards and these proved to be our undoing.

At our first tasting, Mary indulgently suggested we buy a bottle, henceforth to be known as a 'tweenie', to sustain us between wineries. Considering wineries were generally only a kilometre apart, this tweenie stratagem was fraught with danger and any control we did have on the bikes dwindled rapidly.

Somewhat inevitably, Mary's machine left the road and cartwheeled into a pile of disused wine barrels in the grounds of the Chateau Yaldara. As with most drunks, she escaped with only superficial injuries, however, the vintage clarets we'd lovingly stored in her panniers were not so lucky and gushed forth to make the accident look far more grievous than it actually was.

Uphills and Headwinds

The Great Ocean Road along Victoria's southern coast is perhaps the ride for cycling buffs and Mary and I took it on during the Christmas of '85. The road isn't too busy, as most automated travellers prefer the more direct inland highway, and the scenery is inspiring; memorable for its majesty.

Even more memorable for us was the small section of road that veers inland to skirt the perimeter of the Otway National Park. Here, on New Year's Day, peddling between Port Campbell and Lavers Hill, we endured the most excruciating experience of our lives. For fifty kilometers the road wound ever upwards, headwinds howled ever harder and our spirits ebbed ever lower.

By the time we arrived in the rain-sodden, alpine outpost of Lavers Hill it was powerstrike-black, and those few who call it home were obviously asleep. Hungry and cold, we pitched our porous tent and crawled into our saturated sleeping bags with the pledge that we'd celebrate New Year's Day on the first of February.

Sickness and the Cyclist

Tour number five began in the tableland's town of Atherton; one of the few places in North Queensland where you can ride a bike for more than ten minutes without dying from dehydration. The plan was to peddle to Cairns via the Kuranda Range,

and then push north to Port Douglas where wide beaches and seafood restaurants provide perfect succour for the saddle-sore cyclist.

Sadly, we never made it. Eighty kilometres out of Atherton, on the crest of a very substantial downhill, a cruel dose of influenza wrought havoc with my health. Neither my mother-in-law who had to come and pick us up, nor my wife, who loves seafood and thinks flu is all in the mind, were too impressed.

Feeling the Heat

Our latest cycling catastrophe was a ride from Brisbane to Coffs Harbour. We took the inland route to avoid the traffic, and in so doing landed smack-bang, in the

centre of a heatwave. Daily temperatures steamed into the forties, and the very bitumen bubbled and spat as we withered along on the bikes.

Pushbiking in conditions most motorists balked at, and gulping more litres of softdrink than many cars take in petrol, did earn us a certain notoriety with service station proprietors — they thought we were crazy; however viewed rationally, the journey was an unmitigated succession of pain and deprivation.

If you are still entranced by the two-wheeled torturer man christened the cycle, there is not much I can do to help you. Except perhaps to wish you many a safe trip and many a laugh!

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LAZER LZ 10 BICYCLE HELMET

Product review

by WARREN SALOMON

IT WAS only a matter of time before European designers got involved in the bicycle helmet scene and the Lazer helmet (made in Belgium) is one of the first examples of this new trend. This stylish piece of cyclist's head protection has the same well designed contours and immaculate finish expected of a Ferrari or a Porsche.

The model I tested came in a beautiful deep metallic red polymer shell surface finish with the expanded polystyrene liner a matt grey. Not only does the Lazer look smart it is also one of the most comfortable helmets to wear. The stylish good looks are more than skin deep. Unlike most other helmets with raw foam sizing pads the Lazer's pads are faced with a soft synthetic velour fabric. They are all removable and can be interchanged with smaller sizes to achieve a precise fit. Good for people like me with oval-shaped rather than round heads.

LZ 10's come in a good range of sizes and with strap and by manipulation of the pad adjustment systems can be adapted to fit most adult size heads. The strapping system has adjustable nape straps and a quick release buckle. Consistent with the user-friendly European design approach the Lazers also have a velour faced chin pad which protects the



neck from the pinching and scraping of the buckle.

Though the Lazer is not the coolest helmet on the market its ventilation system works well and should permit unrestricted use in all but the hottest of climates. The built-in ventilation system consists of four large inlet slots in the front of the helmet drawing air into a cavity between the liner and the shell. The liner has four matching slots and six accompanying exhaust vents to channel air out through the six smaller ventilation slots in each side of the outer shell.

The LZ 10 is available in four metallic colours: red, blue, silver and anthracite(grey). The helmet is fitted with a smoke grey retractable visor which can

be easily removed or set to one of three positions.

As you may have guessed I am most impressed with the overall design and finish of this latest addition to the huge range of helmets available in Australia. The LZ 10 is also a comfortable helmet to wear so its success is more than skin deep. It is also a helmet which sits lower on the head and provides extra protection to the temple area of the skull: an important point considering recent research into bicycle helmet designs.

The Lazer LZ 10 is distributed to specialist bicycle dealers around the country by Gerry J O'Brien Imports Pty Ltd, Melbourne and retails for around \$85.

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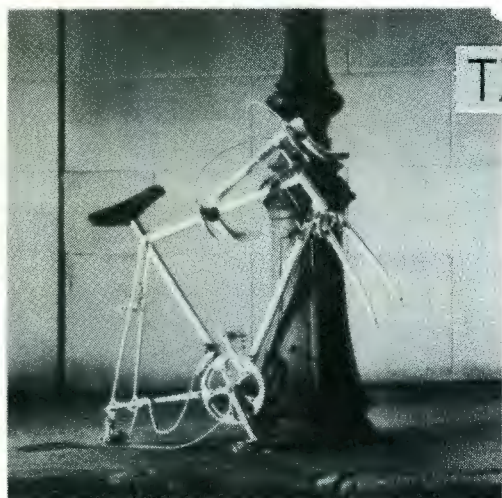
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PARTS AND ACCESSORIES

A sports digest by Cec Cripps

Calling All Downhill Racers!

Don't these expert, specialist hill climbers you meet on the hills in races and touring events make you sick! They do it so easily (or appear to) you almost wish they'd break a crank! Which prompts a thought! We've specialist races for hill climbers, time trialists (too few), sprinters and even all-rounder teams, so how about some downhill races — no pedalling please, just coasting, and with WEIGHT divisions or handicaps. No worries about cheating to get into a lower grade event, or regretting you are not eligible for an older age division. Just a wonderfully relaxing way of competing! Anyone know of a suitable and safe, fairly steep, fairly straight smooth road somewhere?

Women Versus Men

Sydney vet rider Neville Payne, 60, reckons he is going to enter in the next women veterans' (or graded women's race) he hears about following the win recently by a fit and talented 26 year-old woman rider in a Sydney vets race, when opposed to (mainly) vets in the 55 years and over age bracket (in a graded scratch, points score event).

"If my entry is refused, I'll sue for discrimination. What's OK for the goose is OK for the gander!" says Neville, who recently finished 51st in his 80-plus, World Vets Title race field (60-64 years) in Austria.

Well, at least it would put cycling in the headlines for a change!! (In case any of you think I am chauvinistic by including this item please note that I am all for women's cycling, and have spent a great deal of my own money during the past two years, trying to get a big tour race for women riders, off the ground. No luck yet, but at least my big planned Bicentennial race for women (finishing at Ashfield N.S.W) on May 14th, 1988, looks a goer!)

Trivia From the Past

In September, 1898, the German War Office issued an order forbidding all military personnel from competing in bicycle races against civilians, permitting only military racing. Now if the Russians and East Germans would re-introduce such a regulation, perhaps we'd be able to win some Gold Medals again!

Did you know that a French knife maker (known in those days as a cutler) named Assuriaga, invented a quite marvellous

bicycle in the year 1863, the speed of which (helped by the rider, of course) astounded all.

In fact it was so rapid that Assuriaga was deemed to be a sorcerer, and was finally shot dead by French peasants as he sped along what was later to become part of the famous "Tour de France" race route!

In 1898 it's a fact that if you were in Africa you could swap your old, worn out bicycle for a valuable ivory elephant's tusk — with a bag of succulent dates thrown in! In those days, an elephant's tusk would buy an overseas trip for two, with spending money!

WHAT we need in Australia is a National-State-Regional-Club concerted, unpaced time trial series, catering for all classes, and all ages, of touring and racing cyclists — from novice to champion.

Such a series — which could even incorporate "Personal Best Time" awards (certificates) — would open the door of success and recognition for many hundreds (perhaps thousands) of riders who are not, and never will be, sprinters — including a multitude of former U.K. riders who had their earlier racing, before migrating, in the time trialling sphere (little else permitted then in the U.K.).

FOR the record, Australia had another World Vets Title success at the series this year with Geraldine Stieda, 51, of Lithgow, easily winning (by 2 mins. 42 secs) the championship for women aged 50 years and over. Gerry (then a Canadian, and now married to well known Lithgow cyclist Clive Laing) also won in 1984. Other title winners for Australia are Barry Waddell, Ken Stewart and Bill Dove (all Vic), and Norm Simper — 2 wins, of Canberra. Second placings have been won by Bill Dove, Ken Stewart, Clive Laing, Jim Coyle, Cec Cripps, and third placings by Doug Holly, Jim Coyle and Cec Cripps (twice). Apologies if I've missed anyone!

WHO started that rumour about a planned breakaway Veteran's group in N.S.W.? Could it be that the Veterans in that State (along with Queensland and Tasmania) are realising that perhaps racing in Opens against youngsters, and with seldom more than two age divisions recognised in the Veteran events at Open meetings, is not as attractive as racing among riders of their own vintage?

Victoria, West Australia and South Australia, came to that conclusion long ago, and instituted rules barring vets from competing in Opens (S.A. Vets also have a rule which allows their members to compete in Opens, if they wish, by paying the regular State body a fee. Other members who wish to ride only in Vet races, do not pay the fee).

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Bike events

Sydney's big event gets bigger

THIS YEARS 'Gong Ride departed from previous events in a number of important areas. For the first time we were able to overcome past difficulties with the transportation of thousands of bicycles at the beginning and the end of the Ride by hiring a fleet of semi trailers between Wollongong and Sydney Central stations. The success of this years Bikelift, operated by Heggies Transport of Wollongong (who usually move steel in a different shape for BHP), means that the future growth of the ride is assured.

Ever since the second ride we have had difficulties in negotiations with the Railways. Now the uncertainty this has generated can be removed and the SRA can do what it does best - move the people in its electric trains - while we will move the bikes by road. Trucks next year will load at the Ride's carnival ending at Flagstaff Point and a free bus shuttle service will ferry riders between there and the station.

The weather this year, in spite of the clear blue skies, turned out to be a reversal of last years conditions. In 1986 early riders got through to the 'Gong in record time ahead of a cool southerly change which wiped out slower riders. This year the speed freaks copped it. A stiff southerly blew fiercely all morning and slowly abated towards mid afternoon.

Entertainment in the form of fashion parades provided by Woollys Wheels of Paddington and mountain bike observed trials demonstrations featuring current national champion Glen Roche along with food and drink vendors kept the crowds happy and even slowed down the bike loading at nearby Wollongong station. At one stage organisers had two

The Bicycle Babies, winners of our amateur section Team Prize found their dummies and teddies a source of comfort while their bibs came in useful for all sorts of disasters from chocolate smears to chain grease clean-ups.

large semi trailers standing idle at the station with no sign of movement from the large mass of riders basking in the afternoon sun on Flagstaff Point.

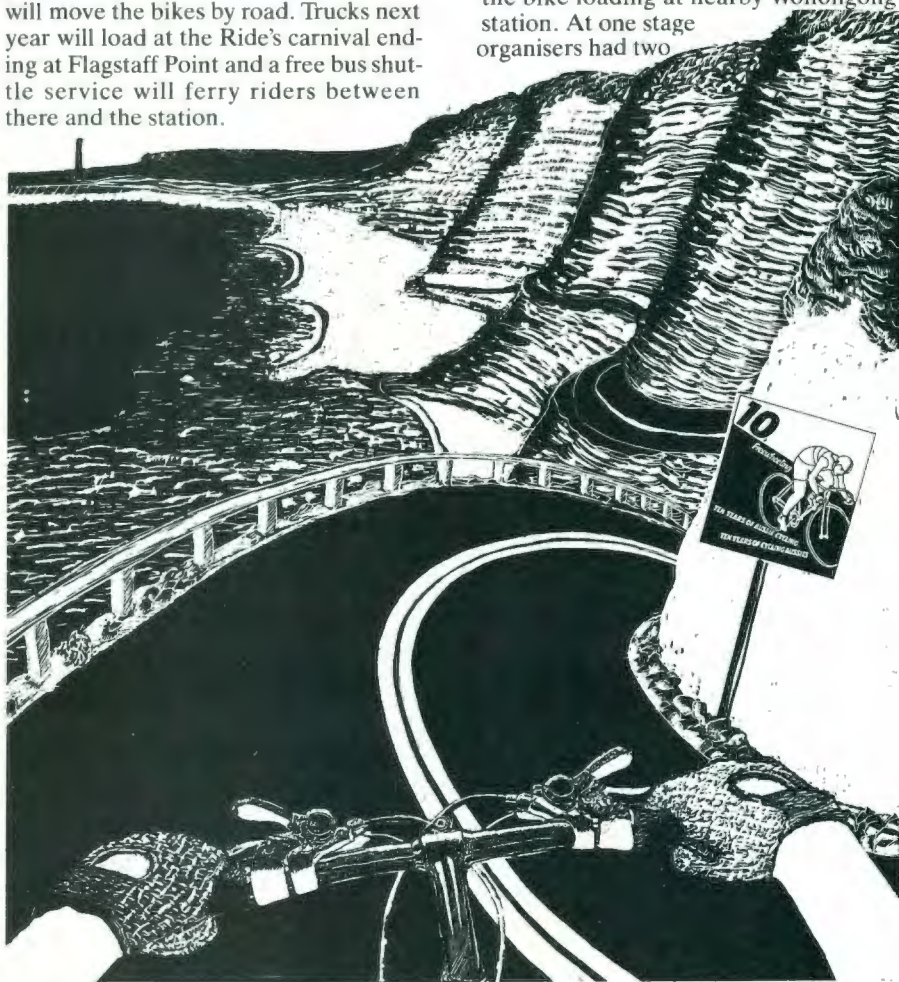
The Lord Mayor of Wollongong alderman Frank Arkell was on hand to participate in the carnival atmosphere generated in his 'favourite street' (Endeavour Drive Flagstaff Point) and to present the Ride's team awards - this year won by the Bicycle Babies (amateur section) and Wolllys Wheels (professional section). The carnival, sponsored by the Wollongong Committee, is now a permanent feature of the ride and next year riders will be asked to invite their friends and relatives to meet them there at the end of the event rather than adding motorised congestion to the scenic 87 km route.

In all the event went very smoothly with the Police and other support organisations expressing their satisfaction with the outcome of mammoth behind the scenes organisation. This year over 50 paid staff and almost one hundred volunteers worked on the day to see all of the riders through from start to finish.

The ride has certainly come of age and next year our lucky seventh promises to be bigger and brighter than ever. Watch this space for details and thanks to riders supporters and crews for making our event a real one-of-a-kind (and good fun too).

Opposite page: Top; Riders depart Belmore Park in brilliant summer conditions after warm up exercises conducted by physiotherapist Francine St George. Bottom; National Observed trials champ Glen Roche, all the way from Melbourne, leaps cars with a single bounce... well maybe two or three. Glen kept the crowds entertained at Flagstaff Point. Following page: Top; Riders relax in among the hang gliders at Stanwell tops with Wollongong and the magnificent coast road off in the distance. Below; Fashion parades by Sydney shop, Woollys Wheels, provided a stylish diversion for road-weary riders

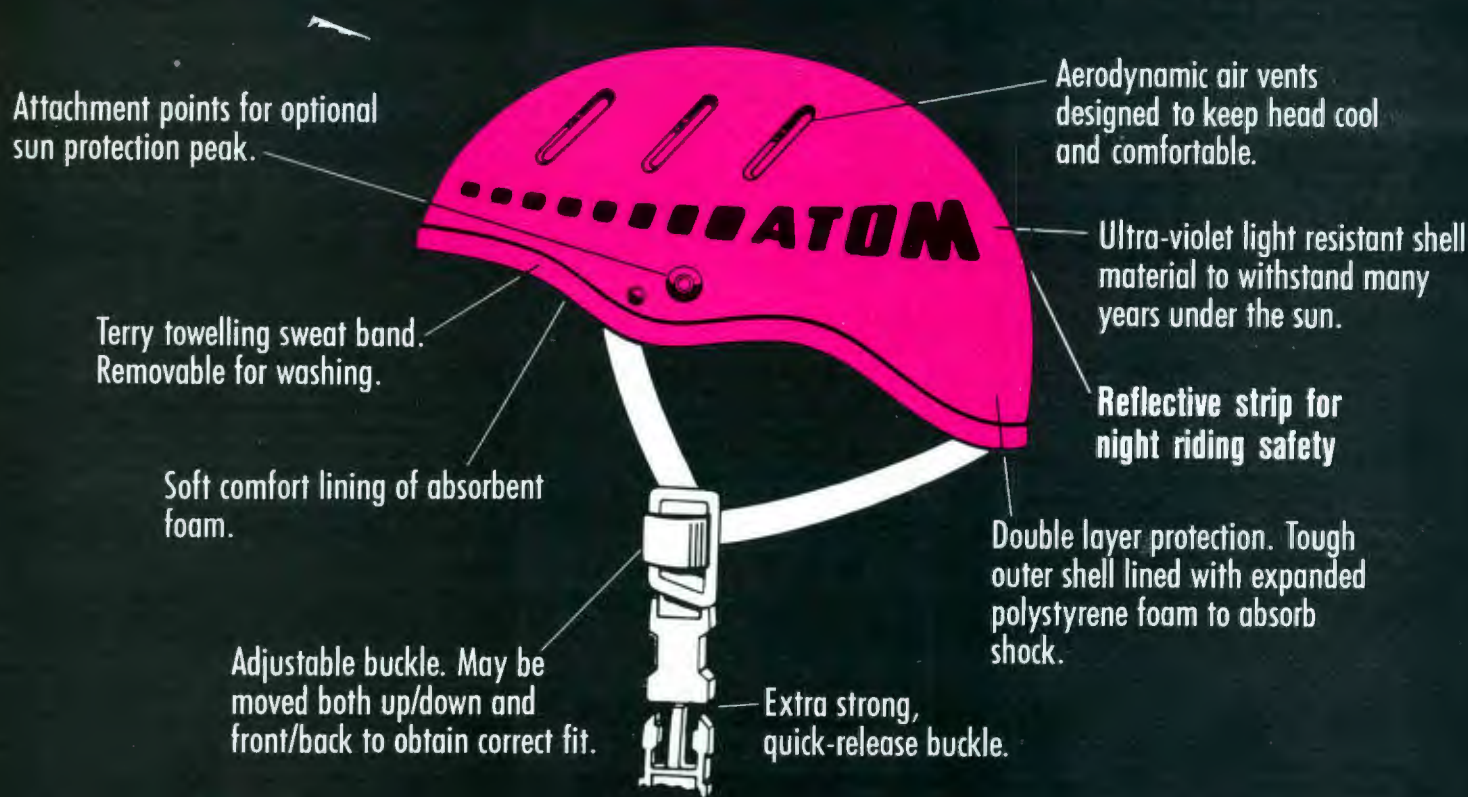
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BIKES NOT BOMBS

Bicycle transportation

by John Dowlin

My name is Juan Carlos endoza; I'll be your guide for the week. I want to welcome you to the free land of Sandino". This is how our young TurNica guide greeted us when we arrived in Managua and boarded a small tourist bus. Juan had gone to high school in California and spoke excellent English. The years in California must have also helped him better understand the U.S., a country that allocates \$100 million for the Contras while at the same time it has more citizens living and working in Nicaragua than all of the Cubans and Russians combined!

The free and also surreal land of Sandino. Managua, the capital, has no downtown (wiped out by the earthquake in '72); it has a McDonalds with no McNuggets, and swimming pools with no water. And it has volunteers with little pay. Not just Americans helping with the harvest, and delegations from the 37 US cities that have sister city relationships with Nicaraguan cities (Corinto and Portland, Or., Leon and New Haven, Metagalpa and Gainesville . . .). There're thousands of *internacionalistas* — from Canada, Europe, Australia — picking coffee & cotton, building schools and clinics, assisting in a hundred different

The US embargo has severely hurt private enterprise in Nicaragua. The Leon bike shop has a minimum of spare parts and not a single bicycle. Photo: W Moffett.

capacities, from soil conservation to the wording of the new constitution. Even Vietnam Vets were there, seeking permission to work in the war zone. Not least among these volunteers are a few *bicicletologos visionarios*, *bicycle visionaries* from the US and Europe. Americas Carl Kurz and Glenn Fiscella, for example, and Fritz Vangelder, and intermediate technologist from the Center for Low Cost Transport in Delft, Holland, are training Nicaraguans in bicycle repair and assembly, helping — however modestly — to address the problem of transportation which, second only to the war, drains much of Nicaragua's time and resources . . .

Our tour was organized by the Austin, Texas chapter of Bikes Not Bombs (BNB), one of more than 20 chapters throughout the US of an organisation that's committed to sending bicycles instead of weapons and contras to Nicaragua. To date more than 700 donated bicycles, mostly used 3-speeds, have been shipped from the U.S. and

Canada to the BNB shop in Managua where Glenn, "Carlos" and the Estebans inspect and overhaul each one before it's presented to an organization or government agency. Obsolete parts (out of style but still useful) have also been donated by several U.S. bike manufacturers. BNB is one of a number of projects of the Institute for Transportation & Development Policy, based in Washington D. C., which is sending bicycles and other humanitarian aid to Nicaragua, Haiti and Mozambique. The Institute works closely with other North American relief organizations (the American Friends Service Committee, the Don Quixote Center, Tools for Peace . . .) and with a variety of Nicaraguan agencies (MINVAH, the Ministry of Housing, ANDEN, the teachers' union, the Ministerio de Transporte . . .) all of which have received some of the HPPVs — "human powered peace vehicles" — shipped from *el norte*.

Sceptics might ask: Is there a bicycle culture in Nicaragua? Aren't bicycle activists taking their solution to Nicaragua in search of a problem? Ricardo Navarro and others at the Swiss Center for Appropriate Technology (SKAT) and have documented otherwise in their book *Bicycles & Tricycles* (see suggested reading). The people of Nicaragua need and want bicycles, and their mobility is greatly enhanced with each and every *bicicleta*. Educator Ruth Perez of Esteli in northern Nicaragua can now get to the 15 schools she serves in 3 hours; by foot the same work took several days. *No Bombas, Si Bicicletas!*; it should be pointed out, is now one of three bicycle programs in Nicaragua, the others being SKAT's and — *si, comandante* — the Sandanistas.

As a member of the BNB Advisory Board, I had been eager to visit Nicaragua and to see the project(s) first hand. The opportunity came in January, thanks to the efforts of Barry George, coordinator of the BNB Chapter in Austin, who had contacted TurNica about the possibility of a BNB tour. When the Philadelphia Friends (Quakers) agreed to cover half my expenses, I knew I'd be going. But why Nicaragua?

When my government tells me that a particular country is a threat to the security of the United States, my instinct is to go and see the country, to meet its people, and to experience the threat close-up. This is largely why I joined AYH's first bike tour of Cuba in 1979, and why I went to the Soviet Union in '83 and rode the Moscow to Washington D.C. bicycle peace ride. I care about my country and if it's challenged in any way, I want to know about it — to the full extent.

Nicaragua is a small, poor country about the size of Pennsylvania but with fewer people than



greater Philadelphia. AeroNica, the national airline that gets you there from Mexico City, has a total of two planes. The one we flew was late — both ways. In Managua planes taxi to a yellow circle in front of the terminal, and you walk down the ramp. If you like old airports, like Akron-Canton's in the 1950s, you'll love Airport Sandino.

Accommodation in Nicaragua varies with the posh Hotel Intercontinental to inexpensive hostels, with "economy A & B" hotels in between. Our B hotels were clean and comfortable, with hot showers and overhead fans (+ air conditioners in Managua). Hotel Europa in Leon was especially pleasant with its lush, overgrown patio: a suitable environment for rum and Pepsi — the trip beverage — and for talking with Gunnar, a Swedish surgeon who had just finished two weeks of picking coffee (we pointed out the fact that Nicaragua also needed surgeons!).

Before the trip, people asked me if Nicaragua wasn't a little dangerous, with all the fighting, Reagan's pending invasion etc. My response: probably less dangerous than driving on Philadelphia's Schuylkill Expressway. It was only later on the two lane roads between Esteli, Leon and Managua that I did feel that there was danger, and the others felt it too. Traffic accidents, historically, have killed more people than wars . . .

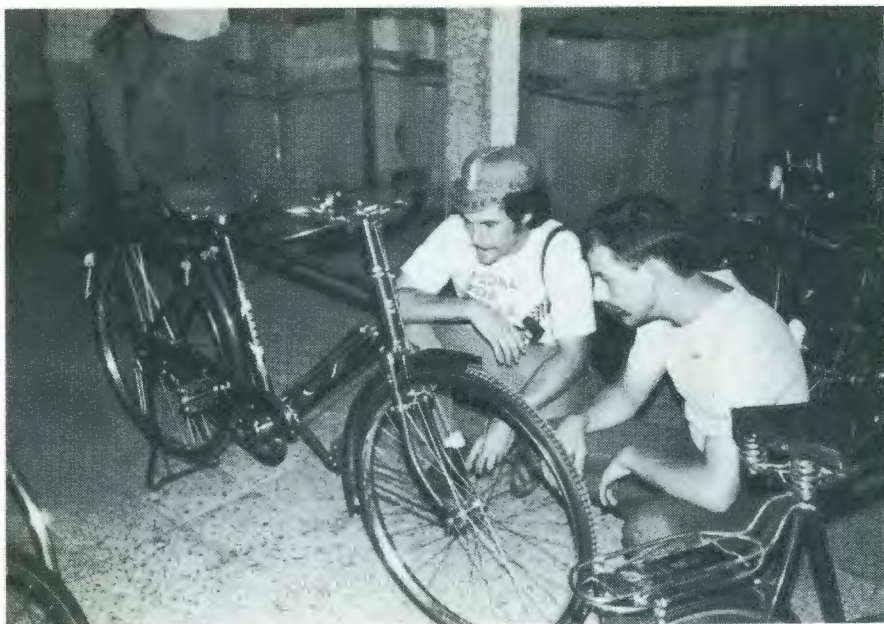
Our group of 12 was mostly Texan, with one woman from Tacoma, Washington, and two of us — Bill Moffett and I — from Philadelphia. (You bet we wore Phillies caps. Baseball is big in Nicaragua; their national team even won a couple of games at the '84 Olympics). Thanks to the efforts of Phil Russell, a translator and author from Austin who served as our group's co-ordinator and interpreter, we managed a number of difficulties, among them: finding SKAT's out-of-the-way bicycle project in Granada and BNB's infant bike repair center at the metalworks in Esteli, and also co-ordinating a meeting with a representative of Nicaragua's Conservative Party

Looking over the Flying Pigeons in Jinotepe. The author (right) is next to Carl Kurtz and (4th from the right) Glen Fiscella, the founders of Bikes Not Bombs. Photo: W Moffett.

who (despite the \$30 charge for the interview) offered some constructive criticism of the Sandanista Party.

Barry George and the Managua BNB "staff" helped set up our use of bicycles in Managua, a reasonably flat, bikeable city. On Jan. 7 we had the pleasure of riding them to the American Embassy and then on to MINVAH where they were officially donated and graciously received. All of our appointments were optional, including those on TurNica's itinerary which included a visit to a health clinic, a collective farm, the market in Masaya, a high security prison, a newspaper *Nuevo Diario* which last year surveyed its readers on the pros & cons of two-wheeled transit), a swim in the Pacific at Poneloya near Leon, and a number of NGOs (non-government organisations) involved with human rights, autonomy etc. Not least, on Jan. 8 we had a few hours off to attend the Signing of the Constitution ceremony, a festive event at the Plaza of the Revolution where the President of Peru and others were guest speakers. In such a desperately poor country (where Pepsi is served in plastic bags to conserve scarce bottles!), one has to be impressed that the Nicaraguans took the time to produce a new constitution. Clearly, Nicaraguans do not live by rice, beans and Pepsi alone! As one Pentagon official grudgingly put it: "For a dumpy little 3rd world country, they've got a lot to be proud of."

We were asked not to give children candy or money, so as not to encourage begging. We obliged, but it wasn't easy. One could argue that *tourists of the revolution* ought not go to Nicaragua, but simply wire the trip's cost to a project. With \$900 one could ship 18 new Hero bicycles from India, without leaving home! But then, too, if enough North Americans can visit Nicaragua and see



that it's not a threat, and return home and say so, perhaps the U.S. policy can be changed.

Think of it, the \$100 million for the contras might have purchased 2 million Heros (shipping included), enough bicycles to put the entire population on wheels.

What better way to challenge the Soviets in Latin America than by addressing the

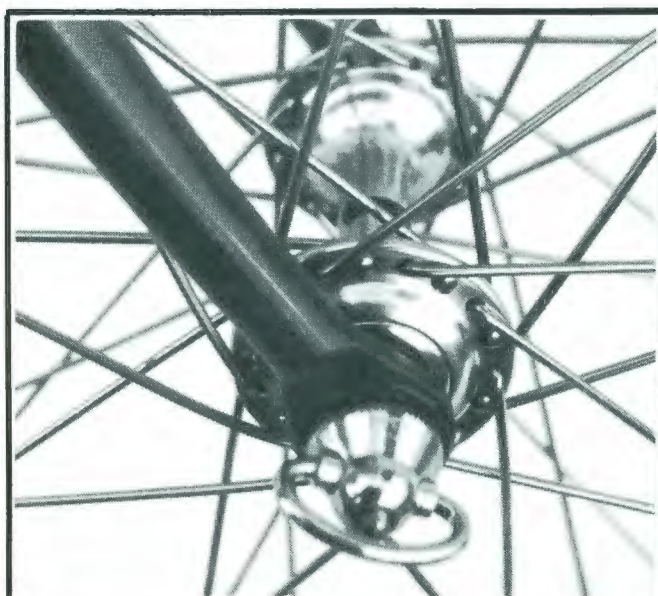
Bikes Not Bombs co-founder Carl Kurtz (left) and Dutch technician Fritz Vangelder check out an Indian Hero at the Jinotepe warehouse. Photo: W Moffett.

problem of *auto(self)mobility*. While they try to introduce their cold-weather Ladas, we could be coming on strong with mountain bikes. With a \$100 million trade agreement we could build the

Nicaraguans a bicycle assembly plant — for the *Bicicleta de Sandino* — and accept reimbursement in coffee, rocking chairs and Flor de Cana, one of the world's finest rums.³ Let's face it, we had 50 years of doing things "our way" in Nicaragua, under Somoza. The Nicaraguans now have every right to try something different. We ought to respect this right and get on with it — with the Sandino bicycle! Bicyclist and non-interventionist Henry Ford would approve.

It was in Jinotepe, in the mountains south of Managua, while having rice and beans with Fritz Vangelder that we learned more about the SKAT projects. Fritz (and before him, Peter Van Balen) coordinates the 4 projects in Jinotepe, Masaya, Granada and Rivas; with his Nietzschean mustache and small gold ring in one ear, he's an impressive velorutionary. He explained how it's all financed — a scheme that would make Oliver North envious, and one that's effective: in 1986 approximately 1200 Indian bicycles (made by Hero and Atlas) were assembled in Nicaragua; in 1987 2500 are expected to be assembled. So why were all those new Chinese bicycles in the Jinotepe shop?

Information on the Sandanistas' "bicycle program" is sketchy, but here's what Fritz has found out. When members of



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The author takes a break at the bike shop in Leon. Bullet holes in the masonry are a common sight in Nicaragua. Photo: W Moffett.

the *Frente* visited China they purchased or bartered for 3000 *Flying Pigeons*, and they're now being assembled by the car and motorcycle importing firm of Julio Martinez in Managua. Was the Ministry of Transport involved in the transaction? Have the SKAT and BNB programs, which have received generous press in Nicaragua, finally influenced the top brass? We don't know. We do know that the *Pigeons* are being assembled incorrectly by mechanics who've never spoked bicycle wheels... Fritz has offered to train them, and has secured funds to assemble about 100 *Pigeons* and to reassemble another 50. Called *flying dicks* in street Spanish, let's hope that the government bikes get off the ground!

These very different but parallel bicycle projects are only three spokes in a wheel that's still out of true — but they're encouraging, nonetheless. Three rays of hope in the Nicaraguan transition to a post petroleum era. The Mombotombo Volcano is also encouraging... Unlike Cuba, which is building three nukes courtesy of Eastinghouse, Nicaragua gets a third of its energy from the Mombotombo geothermal project, begun in the 1950s with French and Japanese assistance. Will billboards go up and a series of postage stamps be issued celebrating alternative/intermediate technology in Nicaragua? Or will the Sandanistas keep ordering more Ladas, hold the price of gasoline artificially low, and decide that bicycles are just for poor countries, like China and India?

It's hard to know where to begin — or where to end — in telling about Nicaragua. "When you go back to the U.S.," said Juan Carlos on our last day, "tell them the truth about Nicaragua. Tell them what you saw in Nicaragua". I

will, Juan, and I'll invite them to come back with me — with bicycles — when we'll get to more of those beaches (to Xiloa, that quiet blue lagoon) and to those projects in the mountains where white stones have been arranged to form a silhouette, a simple outline of the man named Sandino — the man who laid down his weapons once he'd driven out the marines. A man who loved his country — I'd call him a great American.

¹ *Wall Street Journal*, Feb. 6, 1987

² The bookstores that are filled with the works of Lenin in Spanish ought to be more of an embarrassment to the Sandanistas than an irritation to Reagan (books which a Danish librarian assured us were donated by the Soviets). With the exception of Lenin's *The Right of Nations to Self-Determination*, the Nicaraguans might be better off with translations of Schumacher and Illich, and the Appropriate Technology Sourcebook!

³ Flor de Cana is privately owned. In fact 60% of Nicaragua's enterprises are still privately owned and operated.

Suggested Reading

Sandino, General of the Free, Gregorio Selser, Monthly Review Press, New York, \$7.50

Fire From the Mountain: The Making of a Sandanista, Omar Cabezas, New American Library, New York, \$7.95

La Bicicleta y Los Triciclos: Alternativas de Transporte en America Latin, Ricardo Navarro, Urs Heierli, Victor Beck; SKAT/CESTA/GATE/CETAL \$25. Swiss Center for A.T., VarnbuelstraBe 14, CH-9000 St. Gallen, Switzerland.

Bird of Life, Bird of Death, by Jonathan Even Maslow; Simon & Schuster, 1986, \$17.95. While primarily about Guatemala, it's possibly one of the best books ever to be written about Central America. Soon to be in paperback.

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SPEED FOR SOME OR SAFETY FOR ALL?

Bicycle safety

by ALAN A PARKER

THE National Association of Australian Road Authorities (NAASRA) is currently producing a bikeway design manual and draft copies have been sent to all main road authorities, bicycle groups and State Bicycle Committees for comment. This draft manual has the merit of recognising that cyclists do use main roads and that there is a need to make them safer but unfortunately ignores the thorny issue of how much should be done for cyclists at the expense of higher motor vehicle speeds.

Indeed it seems that when it comes to doing something for cyclists on the narrowest main roads found in the capital city centres, very little will be done and it is very obvious from the draft manual that cyclists will not get their fair share of road space.

The NAASRA document fails in this way to recognise cyclists rights of access because it does not recommend an equitable distribution of road space for all road users.

The problem for cyclists in the big cities

The NAASRA manual fails to come to grips with the problems cyclists have in big cities like Sydney because absolute minimum standards for the bikeways and the central traffic lanes are not established; only desirable bikeway widths. The data which accompanies this article specifies absolute minimum widths for bikeways and traffic lanes in addition to the minimum and maximum desirable widths in the NAASRA manual.

The major benefit to the community of providing for cyclists on main roads is precisely that it will slow the traffic down. This will not inconvenience motorists or increase their travel time because it is traffic light signals which determine the overall travel time in the big cities. Motor vehicles travelling slower between signals in the rush hour will not lose motorists time, however it will greatly reduce both the number and severity of accidents.

Indeed computers control the key traffic signals in the capital cities and there is no way motorists can save time by going faster, so why not slow them down by narrowing the lane widths. Their speed will still be above the predetermined inter-signal traffic platoon speed. In uncoordinated areas it makes no sense to speed up the traffic flow before it hits a bottle neck, it only worsens the queuing problem.

The real problem is that conservative road engineers uninformed by overseas research (because of their insular at-

titudes) can't really cope with the idea that there would be far less accidents to all road users if the centre lanes were narrowed thereby reducing the average traffic speed.

There is nothing new in this idea as European cycling organisations now know that reducing motor vehicle speeds is one of the reasons for providing on-road bikeways.

The European Cycling Federation's main policy recognises that most cycling is done on the roads and that the main purpose of traffic engineering measures is to "Enhance safety by reducing the overall speed of motor traffic". Scientific evidence supports this idea and the latest research from the Nordic Association of Road and Traffic Engineers shows that a 10% reduction in average

The concept of cyclist stress developed in the Geelong Bikeplan provides some guidance about the need to take into account user perceptions of riding conditions in the kerbside lane. The diagram shows cyclists stress ratings in relation to kerb lane widths.

WIDE KERBSIDE LANES

TABLE 1

CYCLISTS STRESS	WIDTH METRES	CYCLIST AND MOTORIST BEHAVIOUR
HIGH STRESS	3.6 Absolute minimum	Tolerable for experienced users if truck traffic is very light however cyclists are still an obstruction
	to 3.9	
MEDIUM STRESS	4.0 Recommended minimum	Safe lane sharing for skilled and experienced users except when their is fast and heavy truck traffic
	to 4.5 Optimum	
LOW STRESS	4.6	Likely to encourage bicycle use especially when truck traffic is light and vehicle speeds below 75 kph
	to 4.9 Recommended maximum	

speed means that the risk of a fatal accident is reduced by 40%.

Standards for wide kerb lanes

Recent research in Maryland USA on the behaviour of cyclists using widened kerb lanes gives a clear indication of the effect which kerb lane widths have on safety and the encouragement of greater bicycle use. After making reductions to their figures to take into account that American cars and trucks are wider I have shown the recommended widths for kerb lanes in the accompanying chart.

ON ROAD BIKEWAYS 3 DESIGN STANDARDS FOR MAIN ROADS

TYPE OF FACILITY	DESIGN STANDARD	WIDTH M
WIDENED KERBLANE	Absolute min.	3.6
	Desirable min	4.0
	Optimum width	4.2
	Desirable max	4.9
EXCLUSIVE BICYCLE LANE	Absolute min	1.2
	Desirable min	1.5
	Optimum width	2.0
	Desirable max	2.5
BICYCLE/CAR PARKING LANE	Absolute min	2.8
	Desirable min	3.0
	Optimum width	3.5
	Desirable max	4.0
BICYCLE TRUCK PARKING LANE	Absolute min	3.3
	Desirable min	3.5
	Optimum width	4.0
	Desirable max	4.5

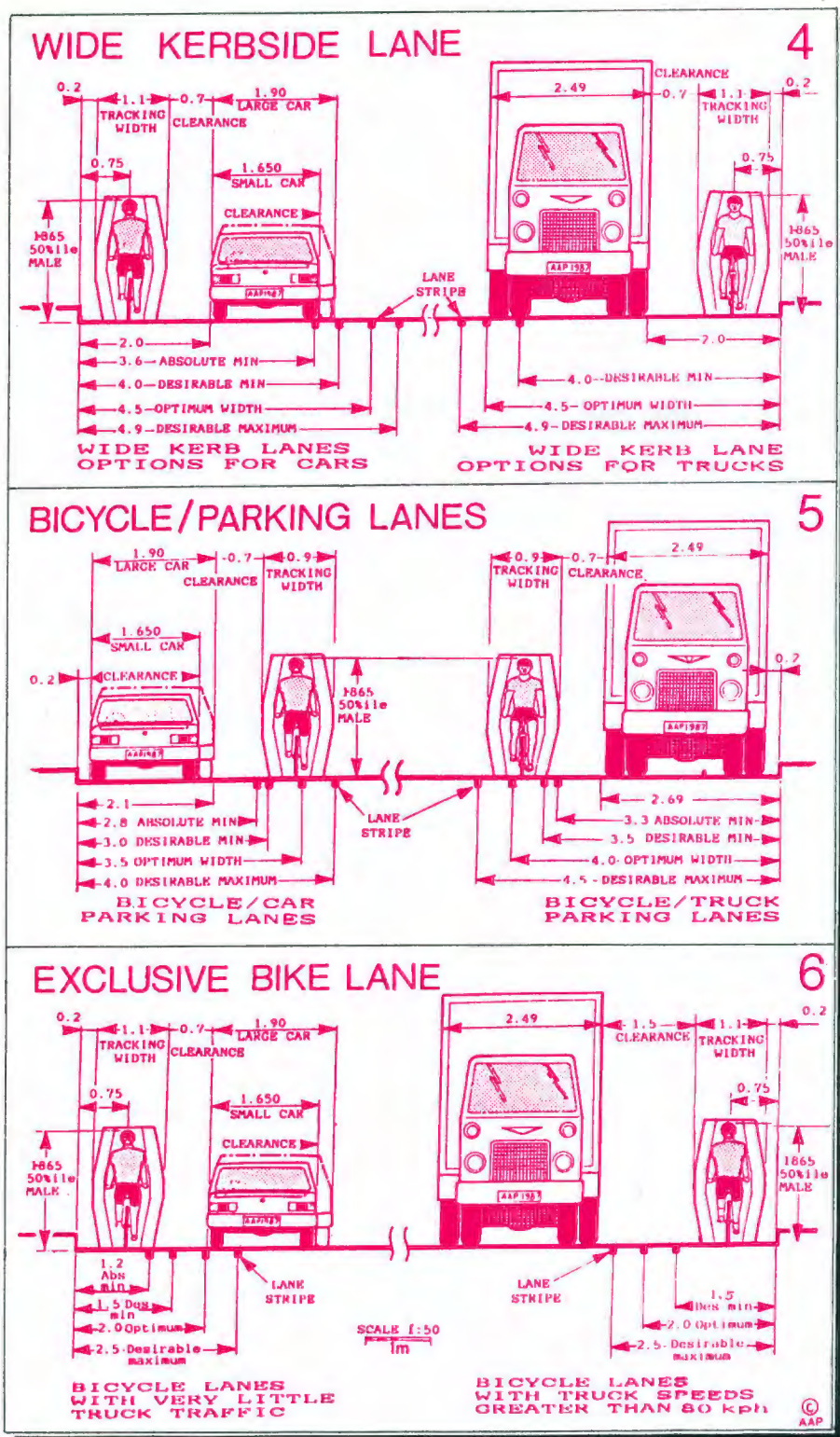
The most important safety implication of the Maryland research is that cyclists are an obstruction in any kerb lane of less than 4 metres in width. The problem in Australia is that in our cities there are about 1,000 km of main roads with kerb lanes less than 4 metres wide. On many of these roads nothing can be done for cyclists unless the central traffic lanes are reduced down to 3 metres and in some cases, where truck traffic is restricted, down to 2.8 metres. We know that reducing kerb lanes in the heart of big cities is a practical proposition because in Toronto in Canada the centre lanes were reduced to 2.75 m (9'0") to enable the widening of the kerb lanes without producing any problems.

Bicycle parking lanes and exclusive bicycle lanes

The NAASRA guidelines need to clearly distinguish between the requirements of cyclists when there is a significant amount of truck parking.

Exclusive bicycle lanes are usually not used because they require more road space than wide kerb lanes, however when there is sufficient room they should be considered where there is:

- Concentrated school traffic.
- Long stretches of road without parking, bus stops and few intersections.



- Potential for significant bicycle travel.
- Kerbed road links or bridges in between sections of sealed shoulder treatments used by cyclists.

This table shows truck parking lanes as a separate facility and the road cross sections shown on the other drawing clearly show the different space requirements. Indeed if the speed of the truck traffic in the adjacent traffic lane was greater than 80 km/h then the lateral clearance required by the cyclists

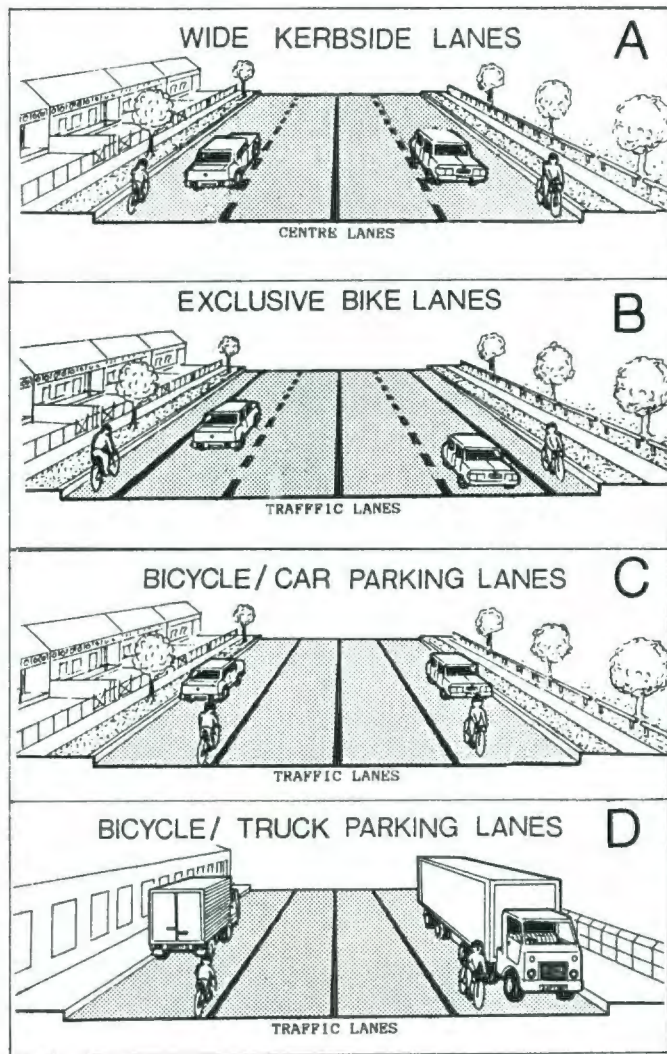
would need to be 1.5 metres not 0.7 m as shown.

This drawing shows the dimensions of exclusive bike lanes. There are about 1000 kilometres of unkerbed rural type roads in Australian urban areas that could be provided with sealed shoulders of adequate widths and bicycle lanes would provide the best way of linking up shoulders when there are kerbed sections of road and particularly on bridges. Indeed it may be necessary to narrow down the traffic lanes on the bridges to accommodate this and to warn motorists to slow down.

Table 2 ON-ROAD BIKEWAYS

ON TYPICAL MAIN ROADS
IN URBAN AREAS

LANE WIDTH COMBINATIONS
IN ORDER OF PRIORITY FOR CYCLISTS



PRIORITY	TYPICAL ROAD WIDTHS	ROAD WIDTH BETWEEN KERBS	4 TRAFFIC LANE				2 TRAFFIC LANE			
			WIDENED KERBLANE		EXCLUSIVE BIKE LANE		BIKE/CAR PARKING		BIKE/TRUCK PARKING	
			A	B	C	D	E	F	G	H
CYCLIST PRIORITY	SUB-ARTERIAL	ARTERIAL	KERB LANE	CENTRE LANE	BIKE LANE	TRAFFIC LANE	PARKING LANE	TRAFFIC LANE	PARKING LANE	TRAFFIC LANE
11.2										
11.4										
11.6										
11.8										
12.0										
12.2										
12.4										
12.6										
12.8										
13.0										
13.2										
13.4										
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15.0										
15.2										
15.4										
15.6										
15.8										
16.0										
16.2										
16.4										
16.6										
16.8										
17.0										

* 12.8 m WIDTH WAS ONCE COMMON THROUGHOUT AUSTRALIA

ALAN PARKER

Working through local government

If cyclists want to improve the roads in their local area then it is necessary to get the support of the local council. Local resident groups, individual councilors and the council traffic engineer all need to be lobbied for support. The traffic engineer can provide information about road widths, traffic volumes and the amount of truck traffic which will enable concerned riders to use and interpret the data provided with this article to select the most appropriate type of bikelane.

Bicycle users should seek the support of the traffic engineer for and then formally approach council, with the support of other local groups.

Once the council has become interested in doing something for cyclists it can be suggested to them that funding is available from the State Bicycle Committee to prepare a local bikeplan. However it is not necessary to wait for a bikeplan as councils can usually obtain funding for the necessary lane marking from their state governments.

This table shows what kind of bikeways could be provided on the 2,000 km of urban Australian four-lane main roads. The table shows bikelane widths of most benefit to cyclists for roads 11.2 to 17.2 metres wide (kerb to kerb). It will enable cyclists to quickly see if they are getting their fair share of the road space. In the top half of the table the central traffic lane widths have been reduced to 2.8 metres

on the narrow roads and applies to roads with very little truck traffic. The lower half of the table applies to those roads that have a significant amount of truck traffic and the central traffic lanes have been reduced to 3.0 metres on the narrower roads.

According to NAASRA the main roads they classify as arterial roads are typically 15.0 m wide and roads they classify as sub-arterial are 13.6 m wide and the widths are highlighted with large arrows on the table.

According to the Australian Roads Research Board the most common width on old main roads throughout Australia is 12.8 m and these are typically being used as collector roads, some of which are very busy. The data also applies to divided roads if the width of the divider is ignored and it is an easy arithmetic exercise to work out the options for six lane roads because the relationship of the kerb lane to the other lanes is the same.



AUSTRALIA'S REG ARNOLD AND THE CHALLENGE OF SIX-DAY RACING

Cycle heroes

by WARREN BEAUMONT

THE six-day cycling race is the iron-man event of professional track racing. The six-day race has rivalled the fame of the tortuous Tour De France, the supreme cycling contest. Until 1954, a team of two riders rode their bikes for up to 21 hours per day – and the winners were the team that covered the most distance at the end of the six days.

Since the Fifties, the steeply-banked stadiums of the European six-day circuit have taken on a carnival atmosphere. To keep spectators entertained, promoters introduced restaurants, live entertainment, and side-show attractions – and to keep them on their seats, more events like sprints, chase or jam sessions, and derny's (motor-pace) were introduced. Six-day races were patronised by leading figures from public life, including celebrities from stage, screen and sport.

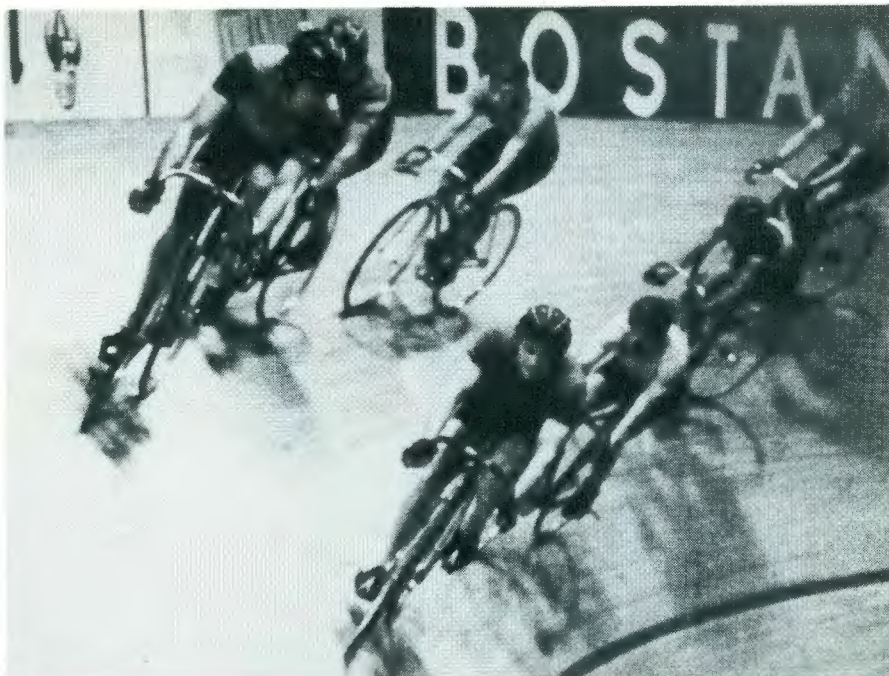
Reg Arnold (outside) taking over from Alf Strom during a chase session at the 1952 Wembley (UK) six-day race.

It was in this electric atmosphere that Reg (Roger) Arnold thrilled the European fans with brilliant displays of bike riding between 1946 and 1963. Arnold teamed up with fellow Australian Alf Strom to continue a tradition started by cycling greats of the 1910-30 era – Alf Goulet, Reg McNamara, Alf Grenda and Bob Spears. These amazing Australian's were known on the continent as the toughest six-day cyclists ever to turn a pedal. Then after the War along came Arnold, Strom, and Sid Patterson to put Australia's name back into the cycling record books.

Reg Arnold hailed from Murwillumbah and commenced riding with the Ashfield Cycling Club in Sydney at age

17. He was their sprint champion from 1943 to 1945. Reg trained every day and did a 100 km training run on Sundays. After he became the Australian Cycling Association's sprint champion in 1945, he was nominated for the UK Brighton to Glasgow teams race. But the ACA were short of funds and Reg faced a dilemma – how to get to the UK to compete in the race!

Also nominated was Bankstown's Alf Strom, the ACA long distance champion. Arnold worked his passage over on a Norwegian freighter and after seven weeks at sea was badly out of condition. When Arnold walked onto English soil he was 21. He discovered that Strom had arrived two days earlier! Due to last minute donations, Strom was able to get a flight over on a Sunderland sea plane. Unfortunately they were not race fit and



after leading the teams race, did not figure in the finish.

On October 11 1946, Arnold and Strom arrived in Bruges, Belgium, with seven pounds between them and no licences from the ACA as it was not recognised in Europe. They went to the Ghent stadium track and arranged a training ride under the watchful eye of local promoter and bike shop owner Oscar Daemers. Much to the surprise of local racing pundits, Daemers decided to take a gamble on the young Australians and entered them for an amateur 40 kilometre teams race. Using the knowledge he gained as professional sprint champion of Belgium, Daemers drilled Arnold and Strom hard in the techniques of continental racing. Arnold and Strom defied the predictions and won the teams race by the barest of margins – half a wheel!

Arnold and Strom turned professional soon after in 1946. In their second six-day race they finished second to the strongest team in Europe, Schulte and Boyen. Daemers then arranged a contract for the Australians and they received appearance money to ride the six-day circuit. They later purchased two cottages in a little Belgian village called Oost-Eeklo. Strom bought his wife June over to Belgium in 1948 and that year, Arnold's fiancée Margaret joined him in London where they were married.

Reg Arnold and Alf Strom went on to make Australian cycling history. They became the greatest Australian six-day team that ever rode under the old 24-hour system, winning eight races together. Their first win was the New York six of 1949, the first post-war race held in the USA – but the trip to the USA could have ended in tragedy! Reg Ar-

The 1949 Berlin six-day race with riders on the 60 degree banks approaching the finishing straight of the 161 metre board track.

nold remembers being advised to take a late flight to New York as the ticker-tape welcome was not going to be ready. The earlier flight crashed over the Canary Islands!

Back in Berlin for its first post-war race, Arnold and Strom finished second to put Australia firmly back as a six-day cycling force.

A great fan of Reg Arnold and Alf Strom was Sydney journalist, Jack Pollard. Writing in the *Sporting Life* of September 1951, Pollard said, "To the 2000 odd inhabitants of Oost-Eeklo, these men are gods in close-fitting black woolen tights and brightly coloured singlets. Oost-Eeklo is very proud of them. Millions of European cycling followers regard them with similar respect and awe. When they appear on a track they are wildly cheered. In Berlin, frauleins pelt them with flowers. In Paris, mademoiselles fight to get close enough to kiss them or touch their bikes."

At one stage Reg Arnold remembers having 30 to 40 fans following his progress with his name sewn on their sweaters. The fans often kept incredibly detailed scrapbooks – Reg's mechanic was given one by a German fan that had Reg's complete racing history, complete with newspaper clippings and photographs.

Arnold found the Germans to be the noisiest and most appreciative fans at the six-day races with the Danes not far behind.

Reg Arnold won 17 six-day races, most under the arduous 24 hour racing system. This places Arnold second to

Reg McNamara for wins under the old system. But success didn't come easy on the hard grind of the six-day circuit. Arnold found the European style of racing: "Demands hard work and complete dedication to cycle racing. A cyclist must be prepared to sacrifice a minimum of two years of his life. Start all over again and put bike racing before everything."

Arnold remembers well the pain and suffering. In his first race in Berlin in 1949, he rode for eight hours straight on the board track without stopping for food – he was handed tea and glucose while still in the saddle. The event was a real endurance test and he estimates that he and Strom did 300 miles per day to finish in second place.

The Berlin track was 161 metres with 60 degrees in the banking. Here chase speeds were averaging 50 km/h with sprinting speeds up to 60 km/h. Reg remembers riding on the steep Berlin banks with the feeling that he was virtually parallel to the bottom of the track below.

From 1947 the six-day circuit expanded and tracks were built in West Berlin, Paris, Brussels, Ghent and Antwerp. Then more tracks were built at Essen, Hanover, Bortmund, Munich, Frankfurt, Zurich, Milan, Madrid, another in Berlin and at Copenhagen and Aarhus in Denmark.

The 7 to 10 pm and 1 to 3 am sessions were popular crowd pullers as the patrons crammed in to see the fast action. The 7-10 pm session saw the sprints and primes – primes were 10 lap sprints for which local business houses donated electrical goods or health foods. But what motivated the cyclists was the large cash purses and sometimes a car to be shared by the winners. During the 1-3 am session there would often be a 2 1/2 hour jam or chase session with very tough and fast racing. In the larger cities patrons would still be arriving to see the non-stop action of the jam session.

After winning the Berlin 6 in 1950 Reg Arnold was presented with his most treasured memento. This is a unique hand-carved wood statue he won for sprint points over the last hour of the race. In a fiercely contested duel with German sprint champ Walter Bunsel, Reg won 14 out of 24 sprints and took 6 second placings. In this era there were 5 sprints each session of 10 laps with a similar scoring system to Madison racing – 5, 3, and 2 points awarded for first, second and third placings.

The financial rewards were good in the heyday's of the 1950's. Arnold was earning 6,000 pounds a year with consistent performances on the European circuit. But he had to contend with champions like Peter Post and Gerrit Schulte – an extremely hard team to beat. And when Rik Van Steengergen, the Belgian ace was at his peak Reg found him to be

the toughest opponent he'd encountered.

One aspect of six-day racing during the 1947 to 1963 era that Reg Arnold is keen to clarify is the neutralization period. In Goulet and McNamara's time there was no rest or neutralization period. For 24 hours per day the race was open for teams to take lapses on opponents. The 1946 to 1954 period was the 6 hour neutralization era. This saw the riders forced to take a three hour break between 6 am and 12.

Under this arduous system, the cyclists rode for 21 hours out of 24, taking time off for breakfast – while the gentleman's agreement not to steal laps was kept by the opposing team. From 1954 there was a rule change when neutralization was from 3 am to 12 and the cyclists could rest for 4 1/2 hours each during the shared 9 hour break. The race was now a 15 hour event with one rider on the track at all times. In 1958, another rule change saw both riders forced to rest for 9 hours each.

Jack Pollard writing in the *Sporting Life* said, "One has to go down inside the track toward the end of the race to see the agony in those staring eyes – to see them collapse in their trackside tents as their companion rider takes over. Six-day racing is no career for weaklings. Perhaps that's why the incredibly tough

Storm and Arnold are among the best exponents of the sport in history".

Today the six-day race runs from 1 pm to 1 am with riders on the track from 6 to 9 hours per day. The main action is from 7 pm with sessions of fast chases, madisons (two-man relay) and sprints. Reg Arnold has seen the race tempo increase during each era. In 1947 the average speed was 48 kph; in 1958 it was up to 53 kph; now speeds of 55 kph are common.

It is now much easier to win six-day races so that it's hard to compare today's champions with Arnold, Strom and Paterson. "Sercu and Pijnen have so many six-day wins up because they were riding under the easier system of 6 to 10 hours on the bike", said Arnold. However, he believes that current six-day champion, Australia's Danny Clark, "Is the best track rider in Europe over the last two decades."

Reg Arnold's most memorable win was the 33rd Berlin six-day of 1950, partnered by Alf Strom. His last win was at Antwerp in 1963 with a three man team including the legendary Peter Post and Willy Vannitsen. Arnold's biggest assets were his "Stamina and recovery powers – to be good enough to win sprints then perform well in a 4 to 5 hour jam session". He said that he, "Was using 70% head and 30% legs towards

the end of his career". Reg Arnold stopped racing in 1963 at age 39 1/2 and returned to Sydney where he lives today.

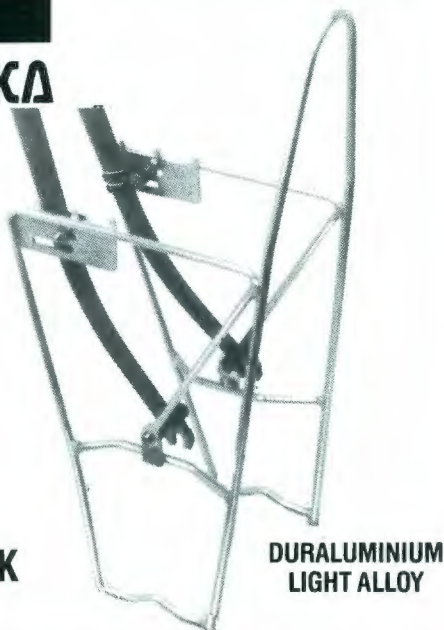
When Reg Arnold visited France in 1984 he was paid the highest compliment by the French sports newspaper *L'Equip*. A director of *L'Equip* invited Reg to follow a 140 km stage of the Tour De France in an official car and his name was announced to spectators lining the 140 km course.

For a moment Reg Arnold thought he was back in Berlin or Dortmund in the 1950's where 25,000 boisterous German spectators chanted his name as he flew around the tightly banked boards on his way to another six-day cycling victory.



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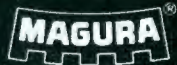
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LONG WHEELBASE

Technological trends

by IAN GRAYSON

LONG WHEELBASE bicycles have enormous potential for increasing the carrying capacity of the bicycle, particularly for carrying kids and bulky loads. Surprisingly, they also have interesting possibilities as touring machines yet the industry shows little interest in the concept.

Historically, the development of the bicycle has never given priority to the luggage carrying capacity of the machine.

The bicycles length was set decades ago and, following racing developments, wheelbases have become if anything shorter reducing the bike's overall carrying capacity.

Some commentators have even claimed that the bicycle frame has now

reached the end of its evolution, and that its basic form is now an institutionalised design which varies only within set limits. (Wider stays on bush bikes and slight variations in frame angles, for example).

Experiments with frame design which have occurred, such as recumbents, have rarely, if ever, focused on increasing carrying capacity and they usually reduce it. Never is child carrying capacity incorporated into the frame design itself.

Because of this a claim could even be made that the bicycle is an egocentric form of transport. Individual freedom and mobility is the accepted criteria, with the emphasis all on 'individual'. Of course the bicycle is a wonderful ma-

chine valued by millions as an important form of cheap, non-polluting transportation. But there are shortcomings in the bicycle which are not being addressed by bicycle makers.

The development of longer wheelbases would reduce the bicycles limitations and give the industry a boost, as well as giving the bicycle a higher profile on the roads. By increasing the bikes carrying capacity it could also increase overall bicycle usage and sales.

People will desert their bikes for cars if bikes do not fulfil their transport requirements. Even many keen cyclists are reluctant car owners because efficient load carrying work bikes are not available. The key word here is efficient. The alternative to long wheelbases are

bicycle trailers or tricycles, neither of which has been embraced to any large extent by the public. One suspects that this is due the harder work required when pedalling. Being a long time owner of both types I can vouch for their dramatically lower efficiency compared with a long wheelbase bicycle. The simple equation is – more wheels need more effort.

The Long John

Current experimentation with long wheelbases by the bicycle industry is confined exclusively to recumbents. The reduction of frontal area and the greater leg thrust give greater speeds by reducing air resistance and increasing total power output. Outside of the velodrome and racing circuit (which is an artificially controlled environment) what relevance does this have for the daily cyclist? – Almost none.

If longer wheelbases can be experimented with in this manner for racing purposes then why are they not experimented with for functional purposes? Indeed, from the viewpoint of a city cyclist, to lengthen a bicycle yet hardly increase its carrying capacity seems ridiculous.



The Long John bicycle used throughout Europe for delivery services. The legal load limits are 100 kg (weight) and 120 cm (height).

I have discovered only one example of a long wheelbase produced commercially. Developed in Denmark in the 1920's it is known as 'Long John' and is lengthened at the front not the rear. Steering goes via linkage system, under the extended front, to the forks.

It appears that problems could occur with Long John when nosing around corners or when climbing hills, although the available literature claims that it performs its city delivery functions admirably. I am keen to contact anyone in Australia owns a Long John.

The long wheelbase potential to which I refer need not be so long as

Long John. By increasing the length of the rear triangle in a regular diamond frame A MERE NINE INCHES (probably using additional bracing), carrying capacity is substantially increased.

Kiddies seats bolted onto regular bikes leave almost no luggage space at the rear. Women, who are unfortunately usually the ones left to haul a child around and do the shopping, literally carry the burden of this bad design. Here, in Adelaide, women with child squashed into a kiddies seat and shopping bags hanging all around the front are common sights. Quite obviously the available space and frame length is inadequate, and even poses a danger by frequently being overloaded in such an unstable manner.

When children become older and too large for their kiddy seat, what then? And what is on offer for hauling two kids around on two wheels? – Nothing at all.

Cycling with children on individual bikes, the other option, is a non-starter and can be a nightmare on the roads. The adult needs two pairs of eyes and endangers her/himself by looking out for the child. It is a dangerous way to introduce a child to cycling. Apart from the danger, be it commuting to school or shops for example, its invariably slow.

The child is easily distracted, stops often, and needs to be constantly shielded from traffic by the adult rider. The logical answer is to produce longer wheelbases for hauling youngsters around on.

The Ho Chi Minh

Most readers will of course be familiar with the conventional tandem – the only long wheelbase bicycle in general use today. The tandem has proved itself to be a reliable and surprisingly maneuverable machine. Even in today's crowded road conditions it snakes amongst the traffic much like a normal bicycle, especially when ridden solo.

It was from my own experience with tandems that I became fascinated with

the potential for long wheelbase work bikes. Having made my own tandem I often ended up riding it alone after dropping my partner off. Eventually I rode it solo more and more, finding the longer length very useful for shopping and picking up loads. Quite large loads could be carried – chairs, gardening tools, ladders as well as other awkward shapes were strapped around the unoccupied rear riders seat.

Why, I thought, do long wheelbases only exist as tandems, when a long wheelbase can carry such bulky loads?

I therefore proceeded to develop the Ho Chi Minh long wheelbase work bike, details of which were published in Freewheeling number 39 (Nov 1986). Instead of a rear riders seat a solid mesh basket was incorporated into the design, sitting as low as possible, marginally above the chain. No new mechanics or transmission were necessary as it was purely a design change.

Since publication I have refined the design by bracing the rear wheel tightly along its contour – thereby providing comfortable and spacious child transportation. The child can simply sit on a cushion back to back with the rider, or a home made kiddies seat can be inserted facing backwards.

This unusual position is very stable. It is no coincidence that the fastest human powered vehicle in the world, the Vector tandem, has the two riders in a similar position – back-to-back, low-down and in between the wheels. This posture keeps the centre of gravity of the two riders – that is, the two trunks of their bodies, in one central position. The child likes this position as there is an uninterrupted view and, being low down, it is safe.

As people often need to carry children and goods simultaneously, mesh baskets can quickly be attached underneath either side of the main basket

The long wheelbase touring bike. The author's Ho Chi Minh packed for a long camping expedition.



when required, further increasing the Ho Chi Minh's carrying capacity and utilising the valuable low down space. Two children can also be comfortable carried in the basket, although a pair of older children would be a little cramped on a longer journey.

Touring

Many people would agree that packing and unpacking panniers when touring is a thankless task. It generally takes about an hour a day – even more when one considers meal breaks. This was one of the advantages of touring on a Ho Chi Minh which can be loaded easily and allows easy access to equipment at all times.

Most readers would need more than easy luggage access to make them consider touring on a longer, heavier bicycle. Many, I'm sure are horrified by the concept, which flies in the face of the conventional wisdom. Never the less, an hour a day saved is still a considerable advantage and some riders may prefer to be 15 kilometres down the road pedalling away, rather than cramming gear into panniers.

In no way am I claiming that long wheelbase touring is superior to regular touring methods. It is merely being presented as an interesting alternative with some interesting possibilities. Generally speaking, it fulfills an intermediate niche between bicycle and bicycle/

trailer touring allowing more equipment to be carried for relatively little extra effort.

One must, of course consider weight, but most riders are too concerned about weight. Anyone who has toured outback tracks without the help of a support vehicle will know that the large amounts of water needed to be carried make weight considerations rather superfluous. Furthermore, weight distribution is an equally important factor often overlooked.

A long wheelbase frees the front forks from weight by dispensing with the need for front bags – thereby keeping the steering light and responsive. Carrying the load low down and in between the wheels further stabilises the machine, much like ballast on a ship.

Perhaps most important of all is that long wheelbases smooth out bumps more than short wheelbases, giving cruising handling requiring less concentration. This gives a relaxing ride allowing much more daydreaming, meditation and appreciation of the scenery when on the open road.

The larger load capability allows access to more remote areas where more supplies are needed – particularly water.

Of course hills are the critical, ultimate test of any bikes touring value. Here again there are no disadvantages. The Ho Chi Minh climbs the same gradients as a regular bike, and has no shortcomings. (As opposed to tandems which are problematic on some hills due to the difficulty of synchronising each riders body thrust).

Coming down long descents on a long wheelbase is an experience all on its own. Its ability to glide over bumps causes momentum to increase rapidly and good braking is absolutely necessary. Although I do not intend, or expect to convert large numbers of riders to long wheelbase touring it certainly makes touring less frugal and may appeal to some readers.

The development of the Ho Chi Minh bicycle was however intended primarily as a load carrying work bike and child transporter.

Its touring potential is merely an extremely useful spinoff. Combined with its other functions it is extremely versatile and very much a multi-use machine.

To me, multi-use is the criteria for ecological design. Not only do multi-function machines have greater utility but they extract the maximum use from the minimum amount of the worlds diminishing resources.

Footnote

Readers interested in building the Ho Chi Minh will be interested to know that Ian has made it patent-free.

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Classifieds

TOUR MATES

Tour Mates is a **FREE** service for readers wishing to find companions for bicycle trips and holidays. Entries are limited to thirty words and there is a charge of thirty cents per word for any long entries exceeding the limit. Payment (if applicable) must accompany your listing. Name, address and phone number should be attached for verification purposes.

Europe. Companion wanted for low budget camping trip starting in Greece mid March 1988; then Yugoslavia, Austria, W Germany and Scandinavia. Join part or full 6 mth tour. George Ritter 2/24 Gardyne St, Bronte NSW 2024. (02) 387 1813 (H)

Europe. Young 60 year old needs cycling companion male or female for leisurely tour of England and Continent May-August 1988. Contact Wal (02) 452 1172.

Victoria - Cape York. Companions wanted for all or part of a mountain bike traverse of the entire Great Dividing Range. Depart early April, arrive Cape York early July. Contact Russell Moore (02) 608 1125.

Nth Queensland. Companion(s) wanted for leisurely tour starting July 1988, Cooktown to Lume River. Please write to Rob Wadsworth, Margate TAS, 7153 or phone (002) 672 443

Cairns to Perth. Wanted companion for possible independent ride in the Bicentennial tour Cairns to Perth starting June 1988. I am 60, single and a fairly experienced rider. Contact Ken Everett, PO Box 16 Shannon, New Zealand.

ACCOMMODATION

Would you like to meet other bicycle tourists when you tour? If so, join the Cyclists' Accommodation Directory. This is a list of cyclists who are prepared to exchange simple hospitality in their home for similar hospitality in other cyclists' homes. Write to Bicycle Australia, PO Box K499 Haymarket 2000 giving your name, address phone and your location, eg 10 km NE Ballarat PO. A donation to cover postage and photocopying would also be appreciated.

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Bicycle hire Sydney. Inner City Cycles hires ten-speed touring bikes, mountain bikes, racks pannier bags, high security locks and lights. Contact ICC 31 Glebe Pt Rd Glebe NSW 2037 (02) 660 6605.

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SA Cycle Route Maps Barossa Valley, Fleurieu Peninsula, South East, Riverland, Yorke Peninsula, Lower Mid-North and Kangaroo Island. \$8.35 each including postage. Cyclists handbook of South Australia - everything the visiting cycle tourist needs to know - \$5.85 each including postage. SA Touring Cyclists Association Inc PO Box 1508 Adelaide SA 5001.

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Ancient bicycles, parts and memorabilia for restoration and preservation. Contact Paul Farren (03) 241 4453.

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National Calendar

Club secretaries, race directors and event organisers help us to publicise your event by sending details to us early. If you are planning a ride in the coming twelve month period you should send your notice to **Freewheeling National Bike Events Calendar** now. We publish advance notice of all bicycle events both competitive and non competitive but because of our publication lead-times we need your copy at least two months in advance. Send your copy to **PO Box K26 Haymarket NSW 2000** or phone it through on (02) 264 8544.

COMPETITIVE EVENTS

1988

JANUARY

Bicentennial World Series A spectacular series of track carnivals featuring the top Australian amateurs competing against 16 of the world's finest in an exciting prelude to the '88 Olympics. Saturday 16 January, Sydney; Tuesday 9, Lavington; Wednesday 20, Shepparton; Friday 22, Launceston; Saturday 23, Melbourne; Sunday 24, Adelaide; Tuesday 26, Alice Springs; Friday 29, Brisbane; Monday 1 February, Grafton; Wednesday 3, Newcastle; Friday 5, Wollongong; Saturday 6, Sydney. For full details watch this magazine closer to the event. Promoted by Ozwide Sports Promotions (02) 570 3855. **Sunday 17 Repco Cycles Victorian Summer Triathlon Series.** 1.5 km swim, 43 km cycle and a 10 km run. Frankston to Albert Park, Melbourne. Contact Tri

Sports Promotions PO Box 22 Kew East VIC 3012. Telephone (03) 862 2689.

FEBRUARY

Sunday 7 Repco Cycles Victorian Summer Triathlon Series. 1 km swim, 45 km cycle and a 12 km run. Held in Ballarat VIC. Contact Tri Sports Promotions PO Box 22 Kew East VIC 3012. Telephone (03) 862 2689.

Wednesday 24 - Sunday 28 Centenary of Cycling. In 1988 the Australian Cycling Federation celebrates 100 years of competitive cycling with five days of events held in Brisbane in conjunction with Expo 88. The opening ceremony starts on Thursday at 10:30 in King George Square and is followed by: 11:00 am Start of the Brisbane to the Gold Coast Cycle Race (finishing at Jupiters Casino at 1:00 pm); 11:15 am BMX freestyle demonstrations also in the Square. Thursday: Triathlon to be based at the Chandler Sports Complex. Friday: 10:00 am Centenary Mountain Bike Classic, Time Trials held at Lake Manchester; 2:00 Centenary Observed Trials also at Lake Manchester; 7:00 Centenary Track Carnival held at Chandler Velodrome. Saturday: 1:00 pm Centenary Critterium 45 km city centre; 2:00 Cycle ball demonstration city centre; 3:00 Centenary Mountain Bike Classic, Enduro/Expert, Novice categories at Lake Manchester; 7:00 pm Centenary of Cycling Dinner, Grand Ballroom, Sheraton Hotel. Sunday: 10:00 am BMX racing; 12:00 noon Brisbane Cyclethon fund-raising fun ride for the Olympic team. **Contacts: BMX events, Barry Ransom (075) 522 374; Mountain Bike, Mike Roberts, (07) 359 1244; Triathlon, Tom Creevey (07) 262**

6176; Artistic cycling and Cycle ball, Vern Crawford (07) 390 1489; Critterium and Track Carnival, Mike Victor (07) 390 1489; Brisbane to Gold Coast Race, Mike Porter (07) 253 3333; Centenary of Cycling Chairman, Martin Whiteley (02) 27 2977.

MARCH

Sunday 27 World Pennyfarthing Championships. The annual Evandale (TAS) Country Fair this year will host riders from the USA, UK and NZ as well as local champs who will ride their high wheelers in an exciting program of races held throughout the day. For details contact Penny Tuck (003) 91 8178.

Sunday 27 Bicentennial Veterans Tour de Canobolas A \$4000 race for veterans aged over 35 years. To be held near Orange NSW over a fairly tough 50 km course. This event will be part of the Apple Country Fair. For details contact Cec Cripps, 19 Stayner Street, Chelsea 3196 Victoria, enclosing address, number of accompanying persons, and their own birth date.

APRIL

Monday 4 to Friday 8. Simpson Desert Challenge. Run for the first time in 1987 this gruelling race across the Simpson Desert in central Australia will be split into two events: the Challenge (directly across the Desert 380 km); and the Race (along a faster route 585 km.) Entries close 1 March. Forms and details from Energy Promotions PO Box 20 Mona Vale NSW 2103. Phone (02) 997 8011.

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National Calendar

Monday 18 to Saturday 23 Beneficial Finance Ultra Tri 6. Organised by the Stirling Apex club in South Australia. Program: Day 1 - 154 km cycle; Day 2 - 217 km cycle; Day 3 - 39 km canoe paddle; Day 4 - 44 km paddle; Day 5 - 63 km run; Day 6 - 42 km run. Contact: Brian Scarborough on (08) 212 1166 or (08) 388 5425.

Saturday 23 - Monday 25 Mildura District Cycling Centenary. A weekend of competitive and non-competitive events featuring a three-stage road race, penny farthing race, street parade and club reunions. For full details contact Mike Irwin (050) 22 2670.

OCTOBER

16 - 29. Commonwealth Bank Bicentennial Cycle Classic One hundred and twenty cyclists will ride between Brisbane and Melbourne via Sydney and Canberra on the world's biggest amateur cycling race. Watch this magazine for details, preview and colour coverage. Promoted by Ozwide Sports Promotions (02) 570 3855.

CLUB CONTACTS

The Australian Cycling Federation and the state cycling federations will direct you to a club in your area if you want to get involved in bicycle road or track racing. Phone numbers and contacts for each state are: **NSW** Margaret Balmer (02) 27 2977; **VIC** George Nelson (03) 328 4391; **QLD** Mike Victor (07) 390 1489; **WA** Mike Poyner (09) 384 4130; **SA** Jean Cook (08) 255 1639; **TAS** Joy Bestwick (003) 31 2712; **NT** Shirley Davis (089) 208 798.

Riders wishing to take out a professional licence should contact the National Secretary of the Australian Professional Cycling Council, Reg Marriner, PO Box 120 North Geelong VIC 3215.

NON COMPETITIVE EVENTS

1988

JANUARY

Sunday 3 to Saturday 9. New England Riverside Meander. A mostly down-hill summer-time trip from Armidale on the New England plateau NSW to Kempsey on the coastal plain then via Crescent Head to Port Macquarie and Wauchope. Short daily distances, sag wagon support. Contact Bicycle Australia (046) 27 2186. **Saturday 23 - Sunday 24. Bicycle Australia Annual Conference.** Held in the Campbelltown area SW of Sydney. Day rides interspersed with the AGM on Saturday evening. For details contact (046) 27 2186.

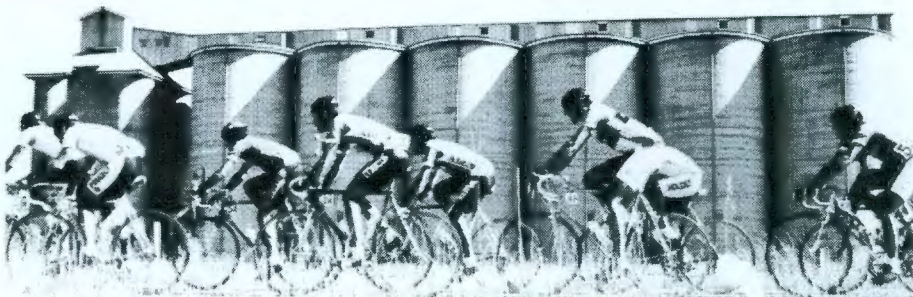
MARCH

Sunday 6. Hills Cycle. The Lions Club of West Pennant Hills will be organising this day ride in aid of the Diabetic Association of NSW. 30, 50 and 100 km routes will take in areas of historic interest and natural beauty. Lots of prizes. Entry fees: \$8.00 individual, \$20.00 family. Riders who raise \$12 or more sponsorship money pay no fee. Contact Ron Jamieson (02) 872 3000 for entry forms.

Saturday 12 to Monday 14. Strzelecki Ranges of Eastern Victoria. A 135 km ride over the Victorian long weekend. Easy daily distances and superb views. Contact Bicycle Australia (046) 27 2186.

Saturday 12 to Sunday 27. Bike Week 88 Albany to Perth Tour. Jointly organised by the Youth Hostels Association and the Cycle Touring Association of WA this 800 km tour will average 60 - 130 km per day and trace the pioneers' coastal route through superb hardwood forests. Bus portage for riders and bikes to Albany and staying at Youth Hostels and other fixed accommodation. Riders will need to be self sufficient and be members of YHA or the CTAWA. For full details contact the tour leader Geoff Creighton (09) 459 4178.

Sunday 20. Pedal for Heart. Sydney's big fun and fitness ride over a 30 km course to La Perouse starting and finishing at Centennial Park. Participants are encouraged to obtain sponsorship to help the National



Heart Foundation with its work. Big prizes for all fund raising entrants. For details contact the NHF (02) 211 5188.

Saturday 26. KBTC's Summer Century. Metric or Imperial century rides organised by the Knox Bicycle Touring Club (Melbourne) starting (and finishing) at Bayswater from 8:00 am. Entry fee \$5.00. Contact Ian (03) 728 3180 or John (03) 729 6405.

Sunday 27. Mulga Bill's Walaroo and Wombat's Bike Centenary. A day ride around the Hawkesbury NSW area. 70 or 100 km courses. Part of the Bicentennial Bicycling Program. Contact Paul Hulbert (02) 212 5628 or (045) 76 1396.

APRIL

Friday 1 to Monday 4. Easterbike 88. A four-day rally held over Easter in central Victorian town of Castlemaine and organised by Bicycle Victoria (formerly known as the Bicycle Institute). Lots of day rides, a display of antique cycles and indoor activities are planned. For details contact Bicycle Victoria (03) 650 2550.

Friday 1 to Monday 4. Great Eastern Australian Bike Rally. A four-day cycle rally to be held over Easter in the beautiful Southern Highlands of NSW. One central campsite will be used at Bowral. Day rides to suit all cyclists will explore the area's scenic delights. Other events include a slide night and a tourists trial. For information contact the Bicycle Institute of NSW (02) 212 5628.

Friday 1 to Monday 4. The Second Canberra Monaro Explorer. A 256 km vehicle supported loop ride from Goulburn NSW through Canberra and the Monaro region. Contact Bicycle Australia (046) 27 2186.

Friday 1 to Monday 4. Tour of the Southern Highlands. The classic Bicycle Australia ride for self sufficient riders. Leader supplied and group catering organised. Penrith NSW to Bundanoon via the Southern Cross Trail and return to Campbelltown via Robertson. Local hall accommodation. Contact Bicycle Australia (046) 27 2186.

Saturday 10 to Sunday 17. Victoria's Bicentennial Bike Week Big events planned include: **Sunday 10 Melbourne Autumn Daytour (the MAD ride).** Organised by the Melbourne Bicycle Touring Club. 100 km and 45 km courses; **Saturday 16 Melbourne City Bicycle Parade.** Come and join in. Criterium race and a high-tech show are also included in the Bike Week activities which will run throughout the week in the City Square; **Sunday 17 3KZ Bike-a-thon.** A 25 km morning fun ride along Port Phillip Bay to end on the banks of the Yarra near the city. For full details and entry forms for all events contact Bicycle Victoria (the new name for the Bicycle Institute) (03) 650 2550.

Friday 22 to Sunday 24. SA Festival of Cycling. A bicycle rally to be held in the beautiful Adelaide hills. Three days of activities centred on a good camping ground with alternate accommodation also available. Day rides, displays, exhibitions and nightly entertainment provided for riders of all ages. Bring the kids and your friends. Watch *Freewheeling* for details or contact (08) 388 8331.

Saturday 23 to Sunday May 1. The Southern Cross Trail in Victoria. A three-day or nine-day ride along Bicycle Australia's Southern Cross Trail northwards from Melbourne. Contact (046) 27 2186 for details.

Saturday 23 - Monday 25 Mildura District Cycling Centenary. A weekend of competitive and non-

competitive events featuring a three-stage road race, penny farthing race, street parade and club reunions. For full details contact Mike Irwin (050) 22 2670.

JUNE

Wednesday 1. Bicycle Australia in '88. This date marks the commencement of Bicycle Australia's major rides programme for the Bicentennial year to celebrate the first century of cycling in this country. Riders may ride all or part of the 10,400 km route around the coast from Cape York to Perth. Contact Bicycle Australia for details on (046) 27 2186.

OCTOBER

Saturday 1 to Monday 3. The fifth Four Rivers Ride. Bicycle Australia's tour of the Hunter Valley region. Sag wagon for luggage, evening meals and breakfast provided and hall accommodation. Contact (046) 27 2186 for details.

NOVEMBER

Sunday 20. The seventh annual Repco Sydney to the 'Gong Bicycle Ride. Australia's big one-day fun and fitness ride between Sydney's Belmore Park and Belmore Basin in the City of Wollongong. 87 kilometres of well supported fun complete with entertainment. Entry forms from bike shops during September and from this magazine.

Saturday 26 to Sunday 10 December. The Big Bicentennial Bike Ride. This year to celebrate the Bicentenary cyclists will ride en masse from Melbourne to Sydney. Full support. Organised by the people who bring you the Caltex Bike Ride. Enquiries: (059) 78 6000.

CLUB CONTACTS

These clubs regularly run rides in their cities and welcome new comers. Some even publish touring calendars listing forthcoming rides. Contact them for details.

Armidale Community Cyclists (067) 72 8951. **Audax Australia** (03) 435 4437 (02) 608 1125. **Bathurst** Bicycle Touring Group (063) 31 9459. **Bicycle Australia** (046) 27 2186 (after 9pm). **Brisbane** Bicycle Touring Association (07) 369 9326. **Brisbane** Mountain Bike riders interested in forming a club should contact Mike or Kelli on (07) 359 1244. **Canberra** Pedal Power ACT (062) 49 7167. **Geelong** Bicycle Touring Club (052) 96 234. **Illawarra** Touring Cyclists' Club (042) 83 6524. **Melbourne** Bicycle Touring Club (03) 818 4011. **Melbourne eastern suburbs - Knox** Bicycle Touring Club (03) 754 4069. **Eastern** Bicycle Touring Club (03) 762 7928. **Victorian Pedal Clubs** provide fun and training in bike handling skills for children of bicycle riding age. Call for information on a club near you: (03) 337 6399. **Newcastle** Cycleways Movement (049) 46 8298. **Bicycle Institute of New South Wales** (02) 212 5628. **South Australian** Touring Cyclists Association (08) 272 6406 (08) 388 8331. **Sydney** region bicycling clubs can be contacted through the Bicycle Institute of NSW (02) 212 5628. **Tandem** Club of Australia (03) 241 4453. **Cycle Touring Association of West Australia** (09) 330 3659. **Darwin** Huffers & Puffers (089) 81 2141. **Wagga** Bicycle Touring Group (069) 21 6787. **Vintage Cycle clubs** Vintage Cycle Club of Victoria (03) 527 5759. **Southern Veterans** (Sydney Vintage Cycle Club) (02) 587 8017.

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